

Additional chart coverage may be found in CATP2, Catalog of Nautical Charts.

SECTOR 15 — CHART INFORMATION

SECTOR 15

THE SHETLAND ISLANDS

Plan.—The N and W coasts of the Shetland Islands, from Skaw to Sandness Hill and then to Sumburgh Head, are described first. The island of Foula and Fair Isle are described with the W coast.

The E coasts, from Sumburgh Head to Lunna Holm and then to Holm of Skaw, are described last. Yell Sound and Bluemull Sound are included with the E coast. The descriptive sequences are from E to W, then toward the S, and then toward the N.

General Remarks

15.1 The Shetland Islands are formed by a group of more than one hundred islands and islets, which lies about 50 miles NNE of the Orkney Islands. Mainland, Yell, and Unst are the main islands. Foula, which lies about 12 miles W, and Fair Isle, located about midway between the Orkney Islands and the Shetland Islands, are included in the group. Twenty-nine of the islands are inhabited.

Nearly all of the large islands show evidence of intense glaciation and are deeply indented by bays and voes.

Ronas Hill, standing near the N end of the island of Mainland, is the highest point in the islands.

Lerwick, the capital and principal town of the islands, is situated on Mainland.

In general, the islands present a bleak and barren appearance as there are no trees or shrubs except in the cultivated areas.

Caution.—Areas to be avoided lie N, W, and S of the Shetland Islands; the boundaries of these areas may best be seen on the chart. In order to avoid the risk of oil pollution and severe damage to the environment of the Shetlands, vessels greater than 5,000 grt carrying oil or other hazardous cargo in bulk should avoid this area.

Precautionary Areas, which may best be seen on the chart, lie in the SE approaches to Yell Sound, the N approaches to Yell Sound, and the approaches to Lerwick.

Marine farms, which may consist of fixed or floating structures, and their associated moorings may be encountered in the inner waters of the islands. They are generally marked by buoys or beacons.

A local magnetic anomaly, which deflected the compass up to 20°, was reported (1988) to exist in the vicinity of Papa Bank (59°57'N., 3°16'W.)

Tides—Currents.—The tidal graphics within this sector show the currents in the vicinity of the islands at hourly intervals commencing 6 hours before HW at Dover and ending 6 hours after HW at Dover. On these graphics, the directions of the currents are shown by arrows, which are graded in weight and where possible in length, to indicate the approximate tidal rate. Hence, an arrow shown in regular type indicates a weak current and one shown in bold face type indicates a strong current. The numerals appearing along the arrows reflect the mean neap and spring rates in tenths of knots. Hence, "19, 34" indicates a mean neap rate of 1.9 knots and a mean spring rate

of 3.4 knots. The comma indicates the approximate position at which the observations were obtained.

North and West Coasts—Skaw to Sandness Hill—Foula

15.2 The Skaw (60°50'N., 0°46'W.) is the NE point of Unst, the N most island of the Shetland Islands group. Holm of Skaw, Outer Flaess, and Inner Flaess, are off-lying islets and are described with the E coast.

From The Skaw to Herma Ness, the coast is steep-to and mainly formed of high, inaccessible cliffs. Several small bays indent the shoreline between The Skaw and The Noup, 2 miles WNW.

Whida Stack, formed by two rocks, lies 0.1 mile offshore, 1.5 miles W of The Skaw. The outer rock is 24m high and the inner rock is 34m high.

Burra Firth (60°50'N., 0°51'W.) is entered between The Noup and Herma Ness. This firth extends S for 2 miles to a sandy beach at its head. Its sides are high and steep-to. The depths decrease regularly toward the head and the entrance has a depth of 32m. Occasionally, local vessels use the firth as a harbor of refuge.

It is reported (1990) that several conspicuous radio masts stand 0.5 mile inland on the E side of this firth.

Saxa Vord (Saxavoord), a pyramid-shaped hill, rises 1 mile S of The Noup and is 284m high. A building, with two conspicuous domes, stands on the summit.

Herma Ness (60°51'N., 0°54'W.), the NW point of Unst, is backed by Hermaness Hill, which is 199m high. Baa Skerries, a reef, extends 0.2 mile N from the NW extremity of this headland.

15.3 Muckle Flugga (60°51'N., 0°53'W.) is the most important of a group of rocks and islets, which are known collectively as The Holms of Burra Firth.

Out Stack, the N most islet of the group and the extreme N point of the British Isles, lies about 0.5 mile NE of Muckle Flugga. Little Flugga, Cliff Skerry, Tipta Skerry, Rumbings, Vesta Skerry, and Ruskock, all lie SW of Muckle Flugga.

Muckle Flugga Light (North Unst) is shown from a conspicuous tower, 20m high, standing on the summit of that islet.

Tides—Currents.—At a position about 5 miles NE of Muckle Flugga, the tidal current is more or less rotary clockwise. It flows in a 000° direction and is weakest, with a spring rate of about 0.5 knot, at 2 hours 40 minutes before HW at Stromness. It flows in a 290° direction and is strongest, with a spring rate of 1.3 knots, at 6 hours before HW at Stromness. This current changes direction very quickly when it is weak, but only about 10° per hour, from 2 hours before to 2 hours after the time when it is strongest.

According to the latest reports, the E tidal current begins about 5 hours 30 minutes before HW at Stromness and the W

current begins about 45 minutes after HW at Stromness. The W current is said to be stronger than the E current and, generally speaking, these currents are stronger off the salient points.

It is also reported that the tidal currents are slack between Herma Ness and Holm of Skaw at about the time of HW by the shore.

A heavy race, called Skaw Rost, forms off Holm of Skaw and Lamba Ness. It is especially dangerous for small craft during the NW current.

15.4 Blue Mull (60°43'N., 0°59'W.), 67m high, has a distinct bluish tinge when seen from a distance. Lunda Wick, a bay, lies close E of this prominent headland. The bay serves as a harbor of refuge for small vessels, which shelter here during S or E gales. However, it is open and exposed to winds from the NW.

The coast between Blue Mull and Herma Ness, 8 miles N, is composed of high, bold cliffs backed by hills. Several rocks, stacks, and skerries lie up to 0.5 mile offshore along this stretch of the coast.

Bluemull Sound and the S and E sides of Unst are described with the E coasts of the Shetland Islands.

Yell

15.5 The N coast of Yell lies between Papil Ness and Bagi Stack, 4 miles W.

From Bagi Stack, the W coast extends S for 4 miles to the entrance of Whale Firth and then SSW for 3 miles to Sweinna Stack, the NE entrance point of Yell Sound. Yell Sound and the S and E coasts of Yell are described with the E coasts of the Shetland Islands.

The tidal currents setting in and out of Bluemull Sound cause a strong current along the N coast of Yell. Off the NW coast, the tidal currents are very weak.

Papil Ness (60°43'N., 1°00'W.), 25m high, marks the W side of the N entrance to Bluemull Sound and lies about 0.5 mile W of Blue Mull.

The N coast of Yell is indented by the Wick of Breckin, which is entered between Outsta Ness and Gloup Ness, and by Gloup Voe, which is entered close W.

Gloup Holm (60°44'N., 1°07'W.), a prominent rock, is 50m high and lies 0.3 mile offshore. The channel leading between this rock and the coast is foul. The Clapper, an above-water rock, is located 0.2 mile NW of Gloup Holm and is the outermost danger lying off the N coast. Another rock lies 1.3 miles ENE of Gloup Holm.

Bagi Stack (60°43'N., 1°08'W.), marked by a light, is the NW point of Yell. From this point, the coast extends S for almost 5 miles to the entrance of Whale Firth. It consists of steep-to cliffs and is backed by rounded hills.

Nev of Stuis (Graveland Ness) (60°40'N., 1°09'W.) is the NW entrance point of Whale Firth. Rocks extend up to 0.2 mile NE from this headland.

Whale Firth, a narrow inlet, extends S and SE for about 3 miles. Inside the entrance, it is about 0.3 mile wide. This firth has not been properly examined and is not used by shipping.

From Nev of Stuis to Sweinna Stack, the coast is steep-to and formed by high cliffs.

Mainland

15.6 Mainland is the largest island in the Shetland Islands group. Its N coast lies between Point of Fethaland and Uyea, 4 miles SW.

Caution.—Several rocks, islets, and skerries lie to the N of Point of Fethaland.

Gaut Skerries, the northernmost danger, lies 1.8 miles N of Point of Fethaland. Ramma Stacks, up to 47m high, lie close S of Gaut Skerries.

Gruney (60°39'N., 1°18'W.), the largest islet, lies 1 mile N of Point of Fethaland. A stack lies about 0.2 mile NW of this islet and several other dangerous rocks lie between the stack and the islet.

A light, equipped with a racon, is shown from the N part of the islet.

Outer Booth (Skate Rocks) and Inner Booth lie in the channel which leads between Point of Fethaland and Gruney. This channel is usually only used by local vessels.

Caution.—Vessels approaching Yell Sound from the W and NW should pass well to the N of Ramna Stacks. With NW gales, a heavy sea always forms in the mouth of Yell Sound during the N current, particularly in the vicinity of Ramna Stacks. If practicable, vessels are advised to lie off the mouth and await the turn of the current before entering.

15.7 Point of Fethaland (60°38'N., 1°18'W.), the N point of Mainland, is located at the N end of the Isle of Fethaland, a peninsula, which is joined to the mainland by a narrow isthmus. Foul ground fronts this point and extends up to 0.2 mile offshore. A light is shown from a structure standing within the point.

Sand Voe lies between Point of Fethaland and Uyea. This exposed bight is wide open to all N winds. Occasionally, small local vessels shelter here during offshore winds.

From Uyea, the coast trends SW for 10 miles to Esha Ness. Ronas Voe indents the shoreline about midway between the two points.

Uyea (60°37'N., 1°26'W.) is connected to the NW extremity of Mainland by a drying, stony bank. The W and SW sides of this island are formed by cliffs which are fronted with high rocks.

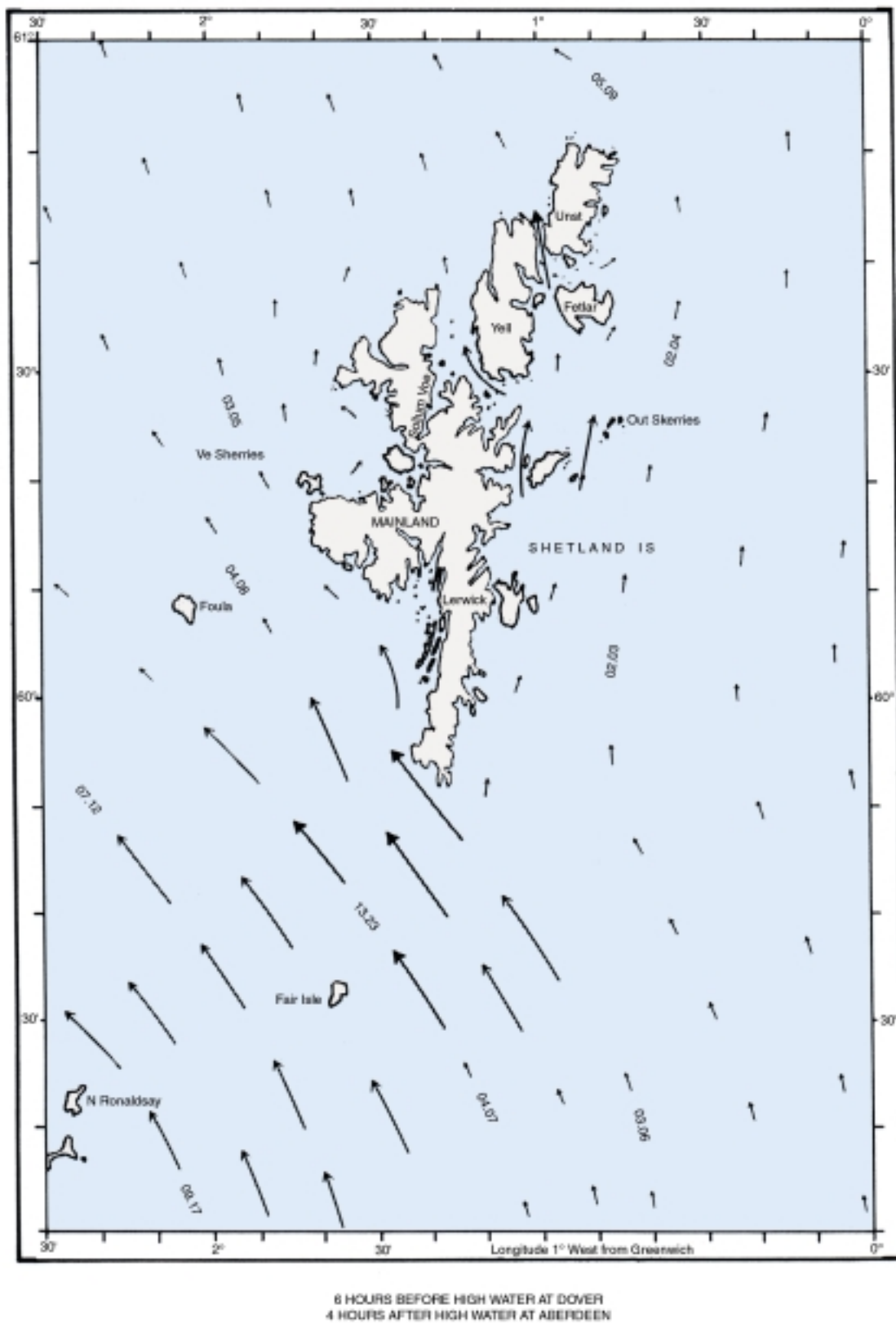
Uyea Baas, a dangerous sunken reef, lies at the N end of the shallow shorebank which extends N and NE from Uyea. Between Uyea and the entrance to Ronas Voe, the coast consists of high cliffs formed by red granite.

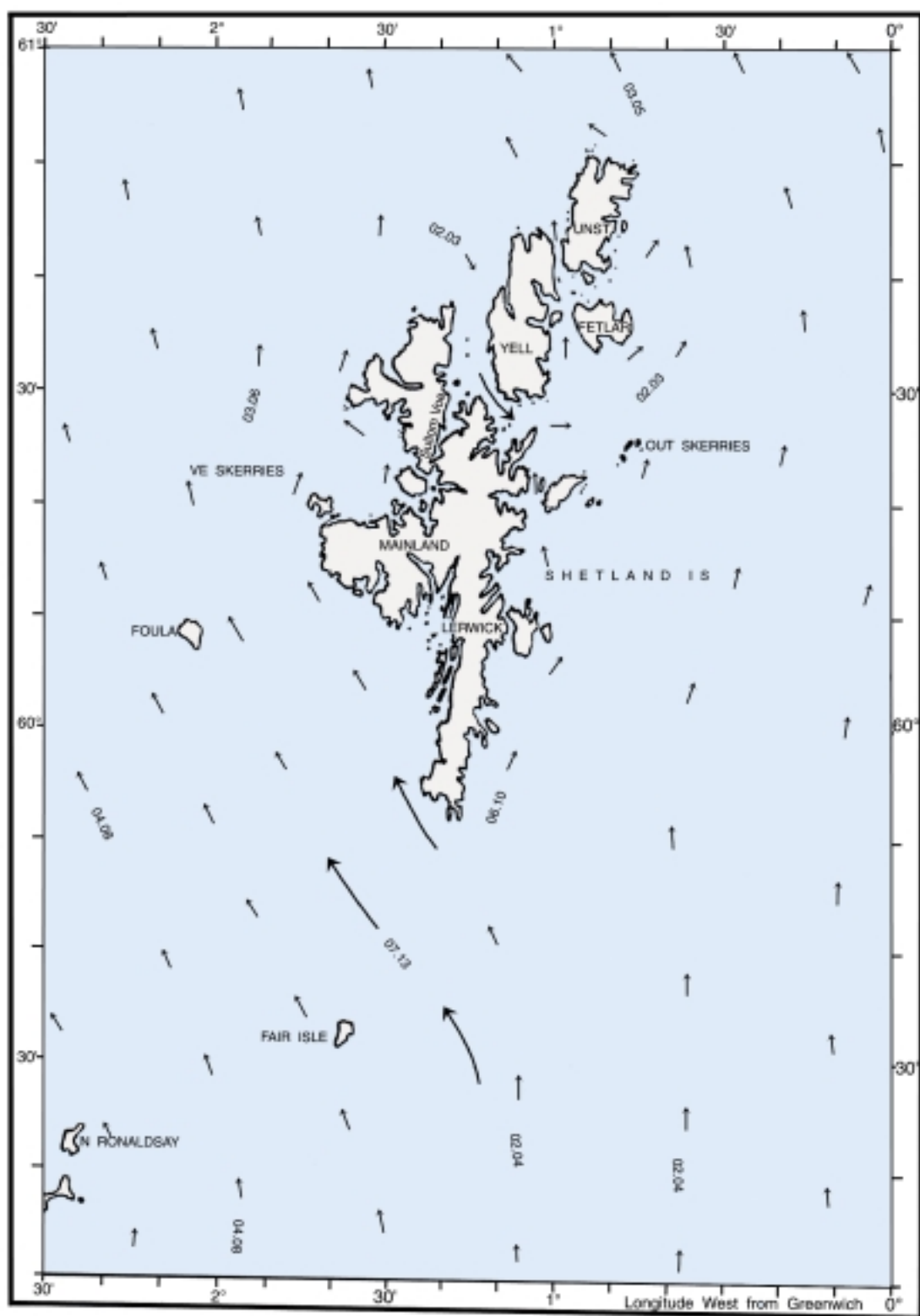
15.8 Ronas Hill (60°32'N., 1°27'W.), the highest land of the Shetland Islands, is 449m high and rises on the N shore of Ronas Voe.

Several small bays indent this part of the coast and several rocks, stacks, and skerries lie up to about 0.5 mile offshore. Gruna Stack, the largest islet, lies 3.5 miles SSW of Uyea.

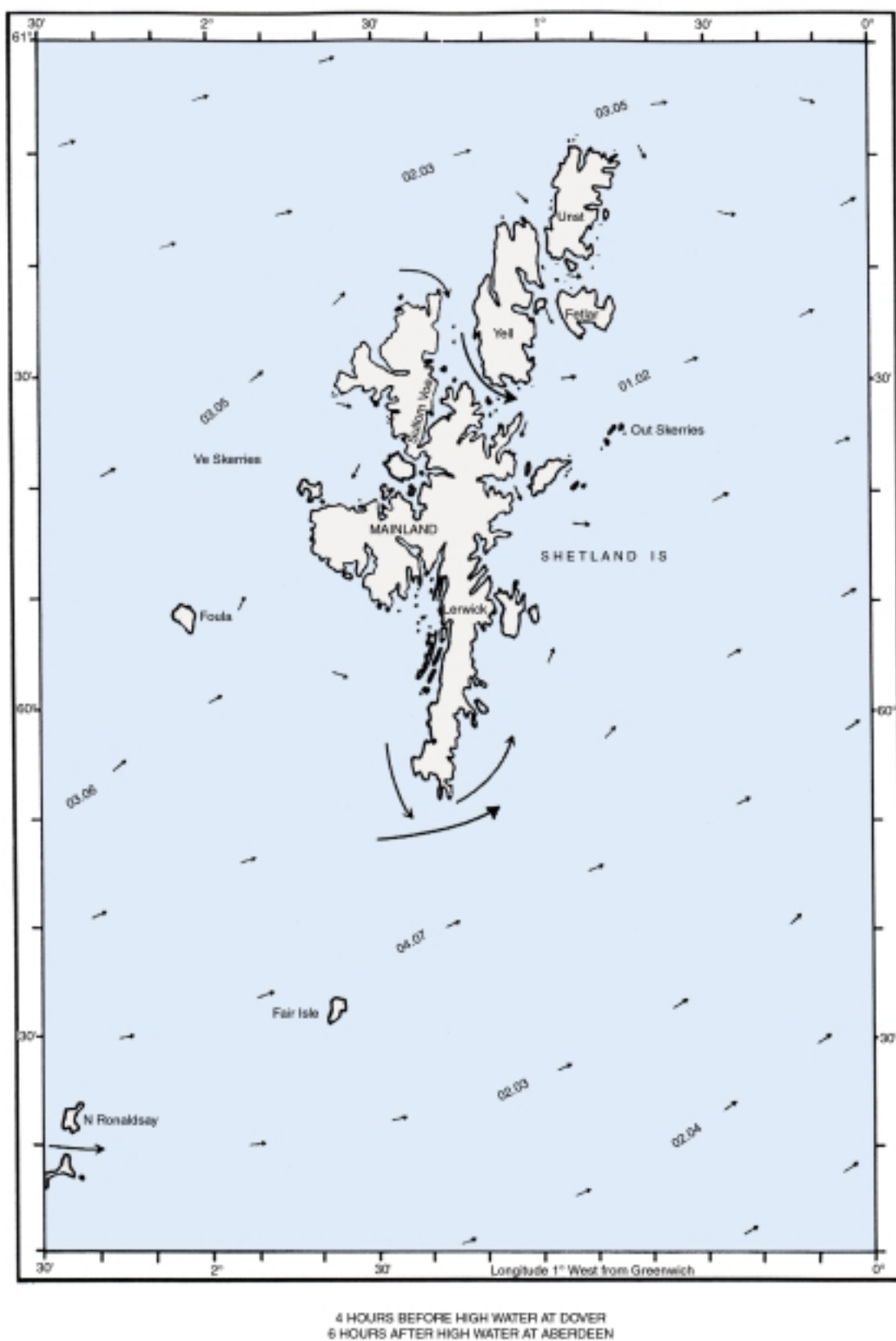
Ronas Voe (60°33'N., 1°30'W.) is entered between Ketligill Head and Galti Stack, about 1 mile NW. Vessels may anchor within this inlet only in an emergency. The inlet is subject to violent squalls due to being enclosed by the high land.

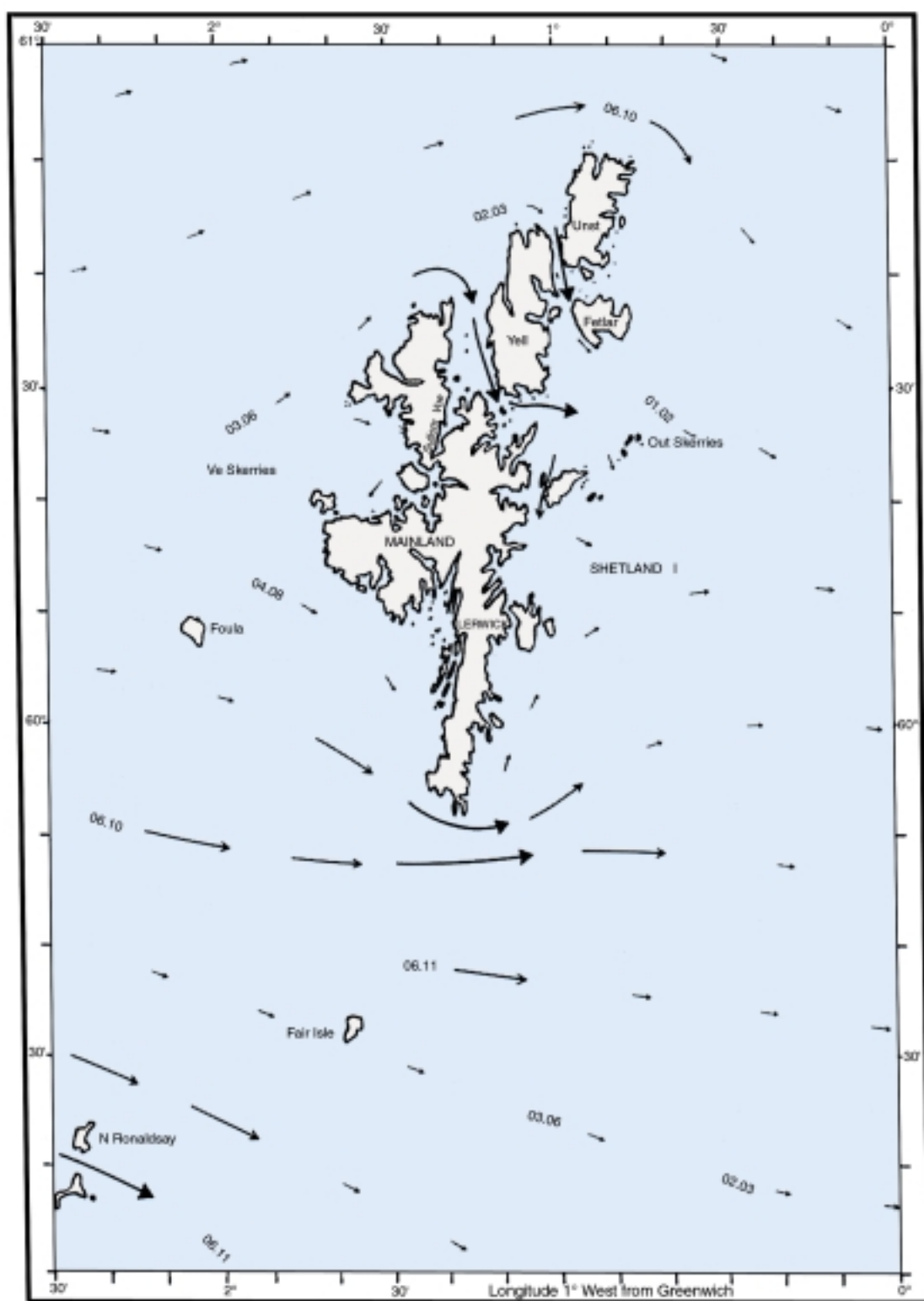
When approaching Ronas Voe, vessels should use caution in order to avoid the dangers extending up to 0.4 mile NNW from

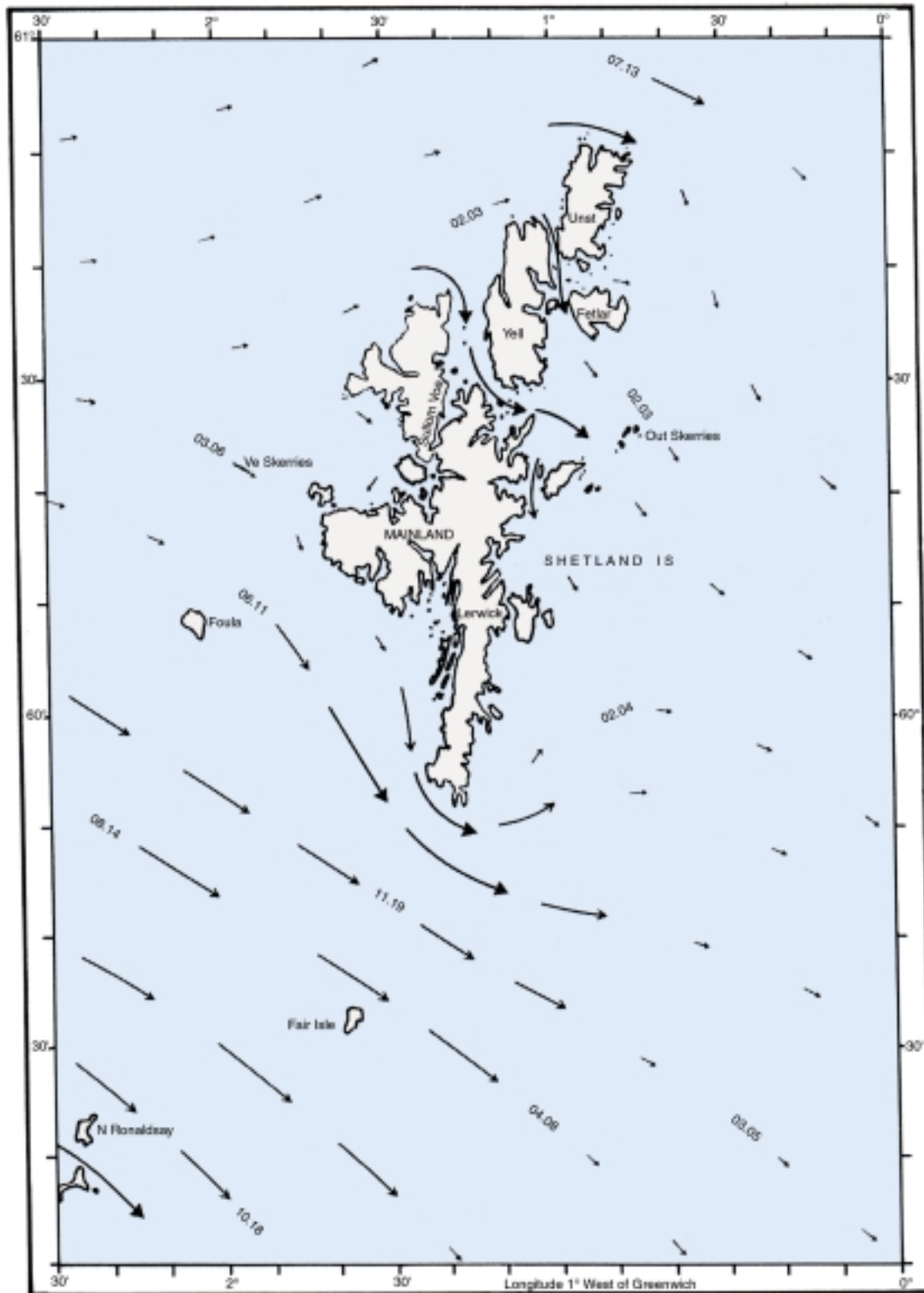




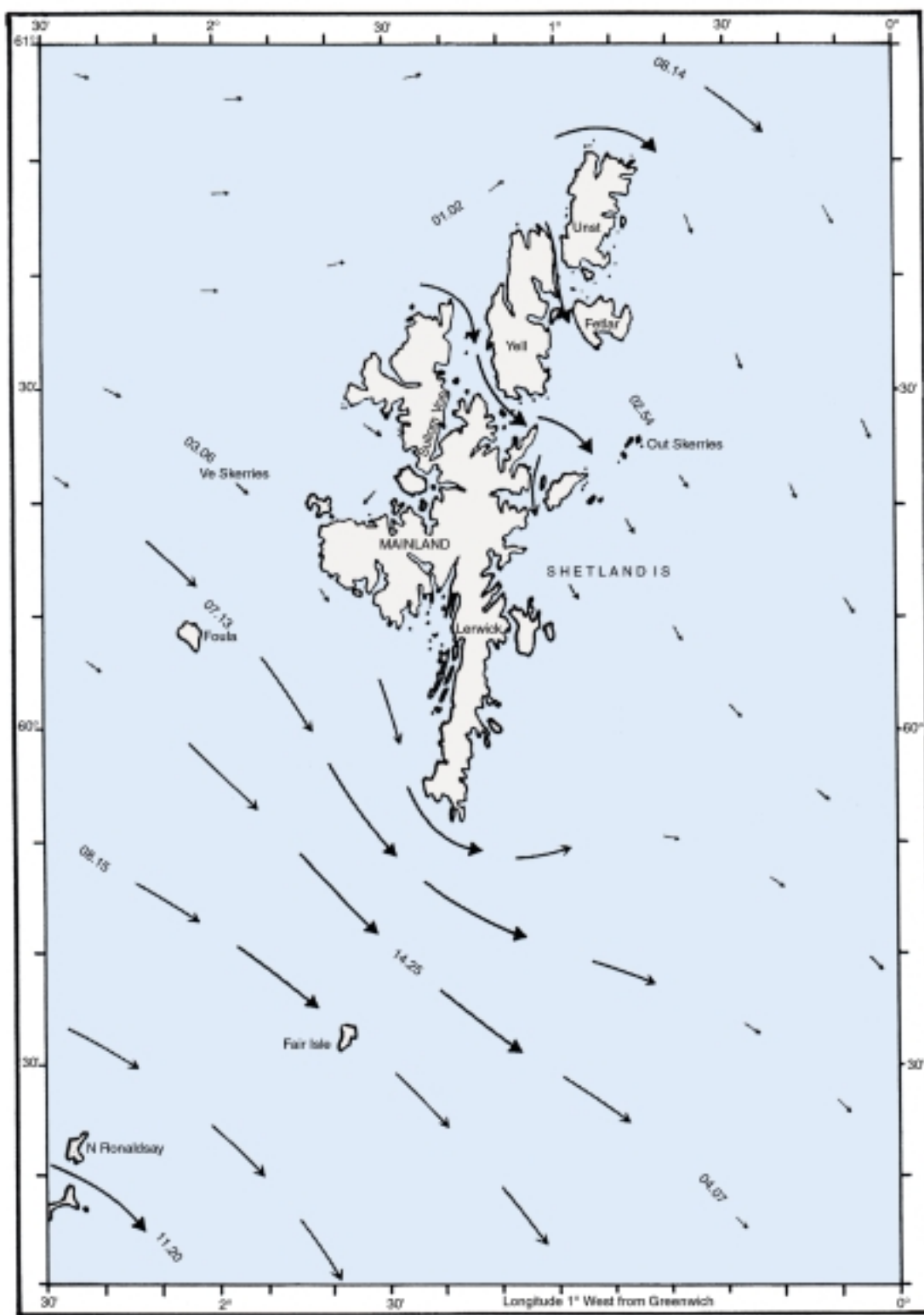
5 HOURS BEFORE HIGH WATER AT DOVER
5 HOURS AFTER HIGH WATER AT ABERDEEN



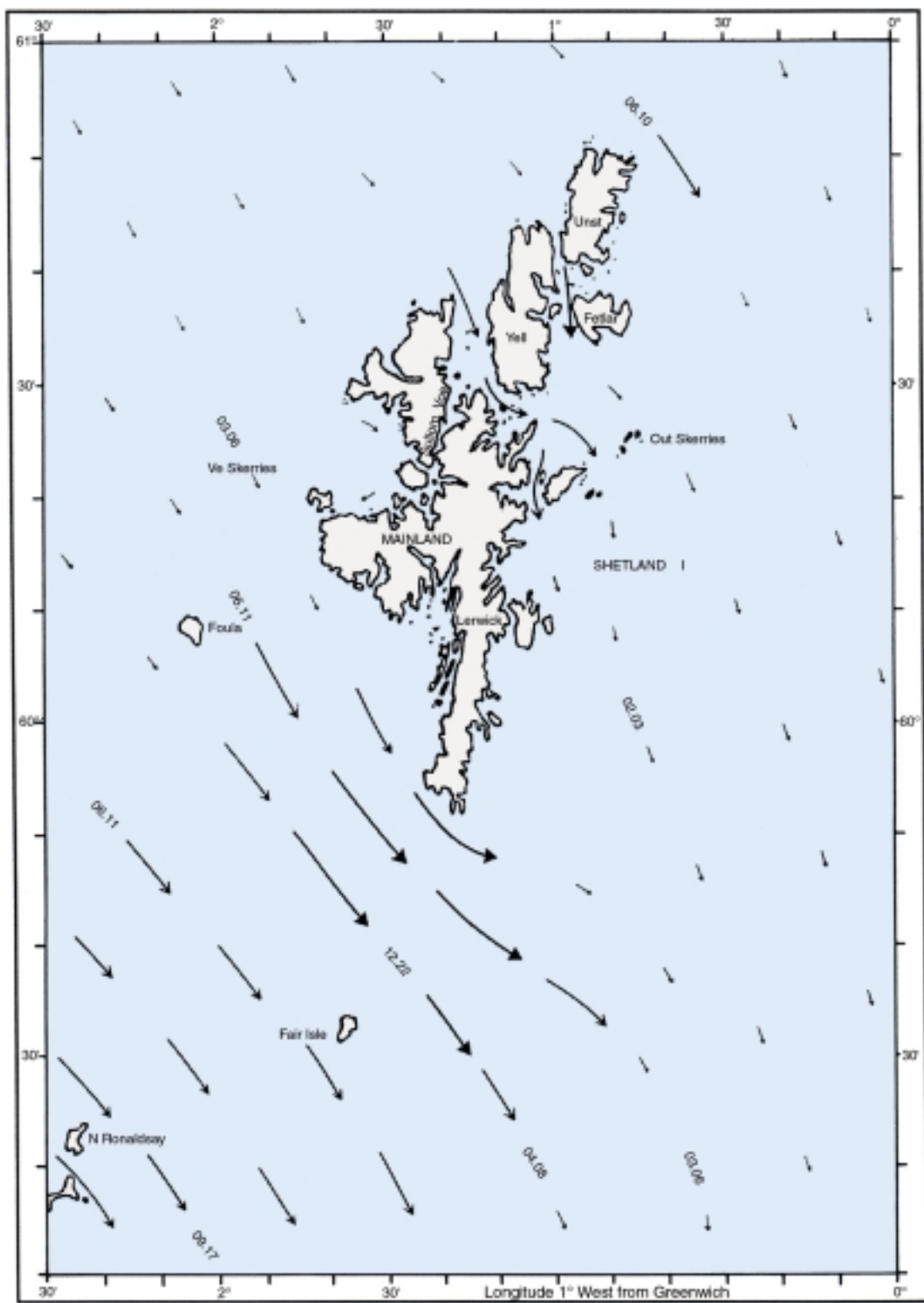




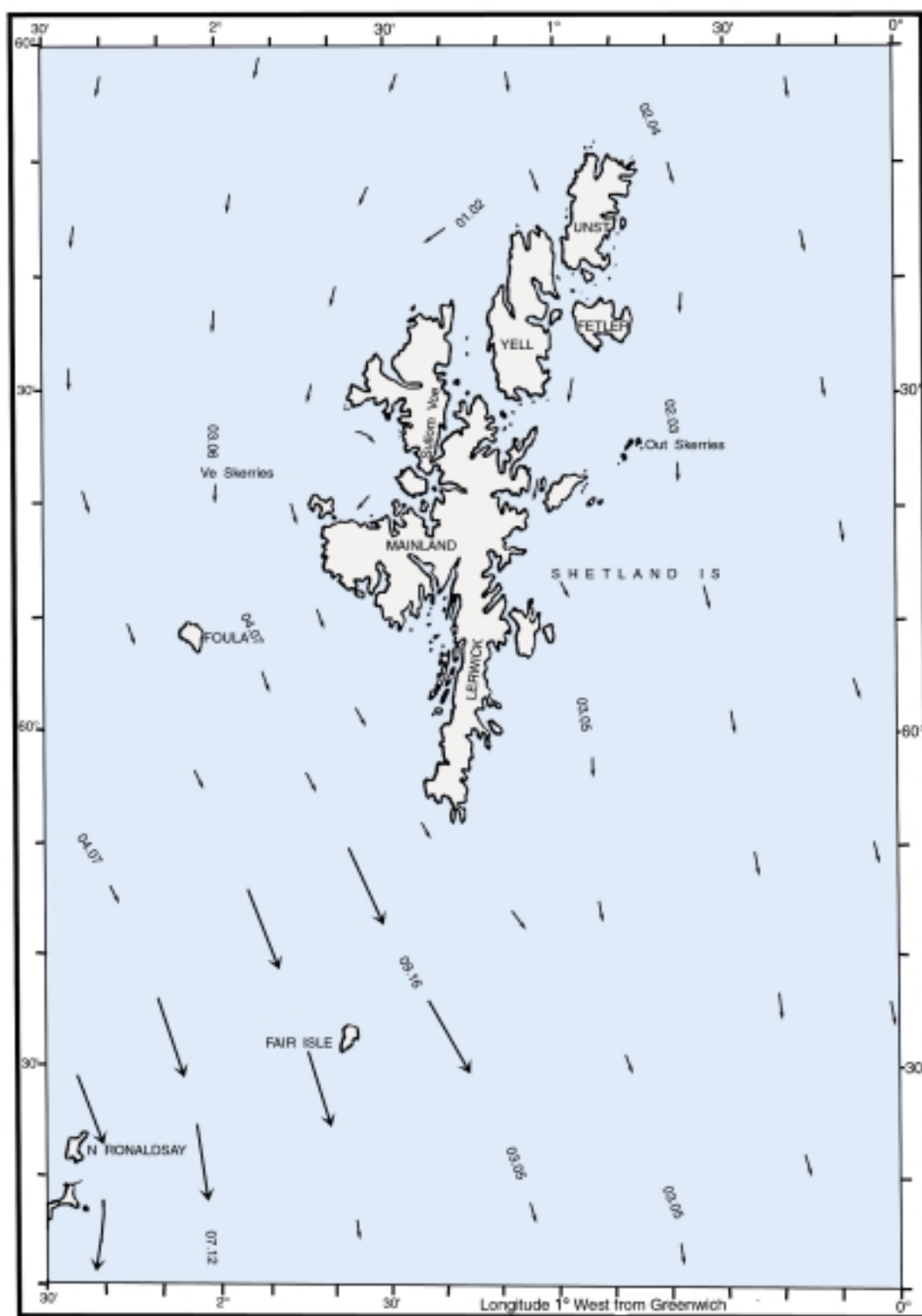
2 HOURS BEFORE HIGH WATER AT DOVER
4 HOURS 20 MIN. BEFORE HIGH WATER AT ABERDEEN



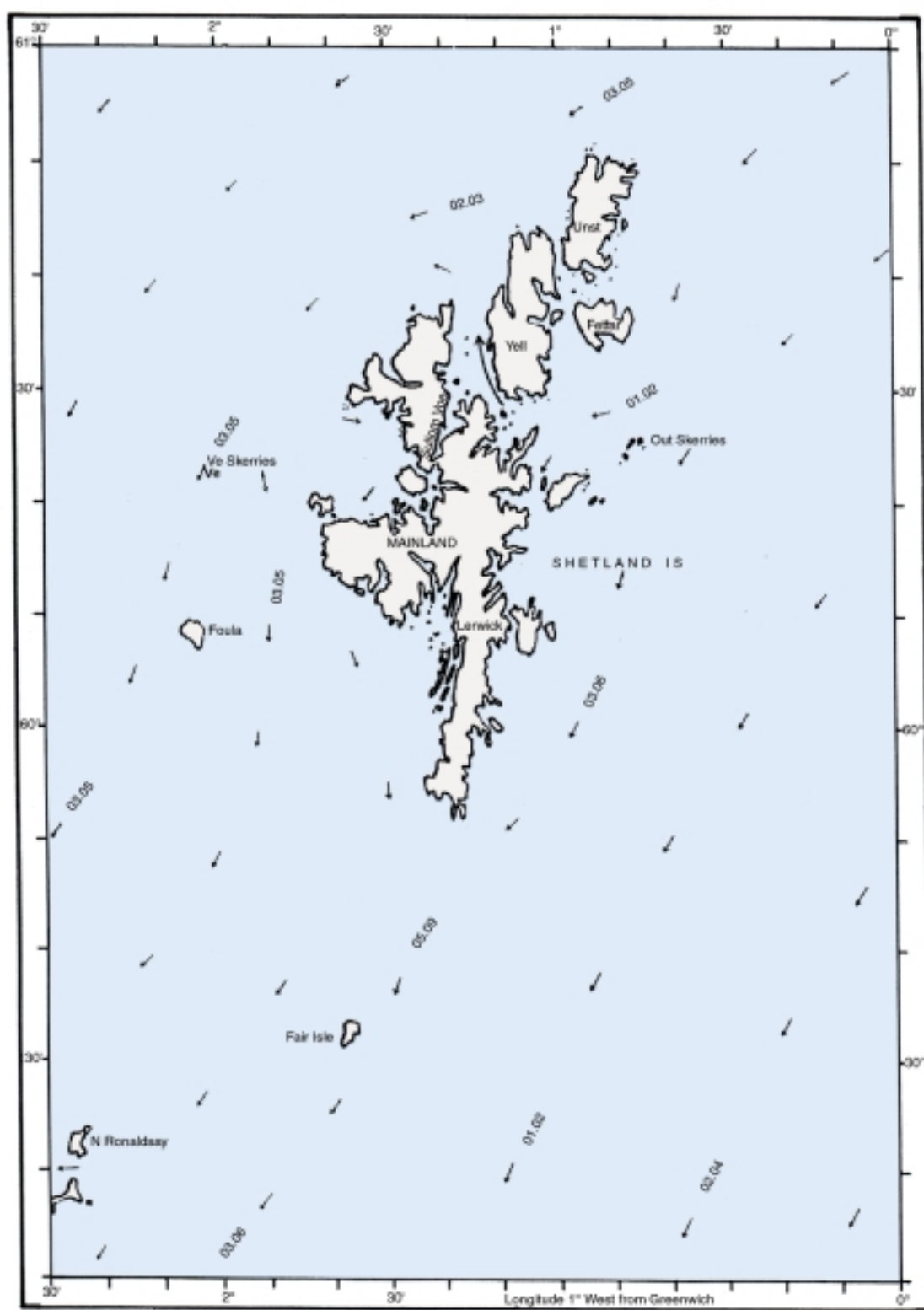
1 HOUR BEFORE HIGH WATER AT DOVER
3 HOURS 20 MIN. BEFORE HIGH WATER AT ABERDEEN



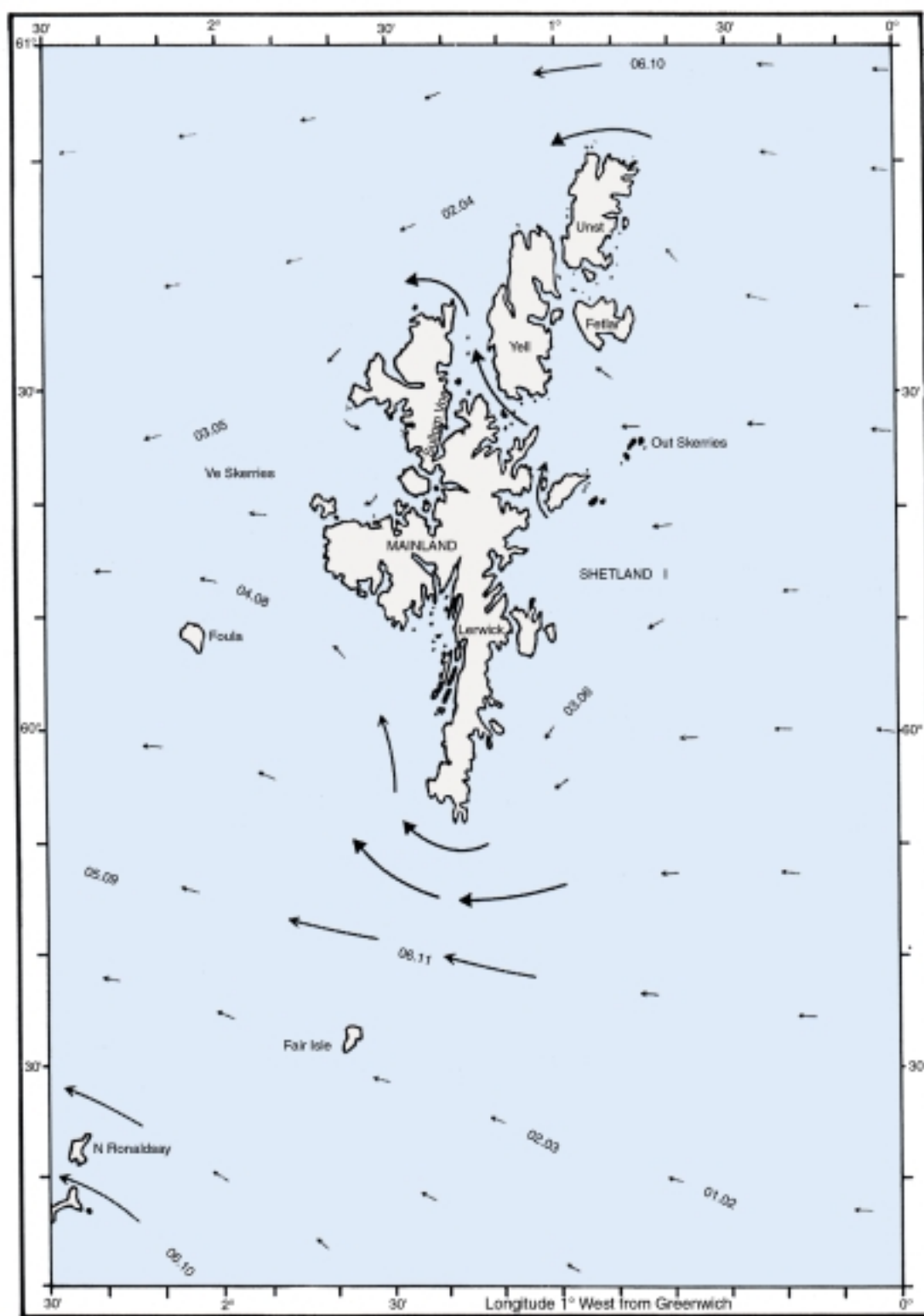
HIGH WATER AT DOVER
2 HOURS 20 MIN. BEFORE HIGH WATER AT ABERDEEN

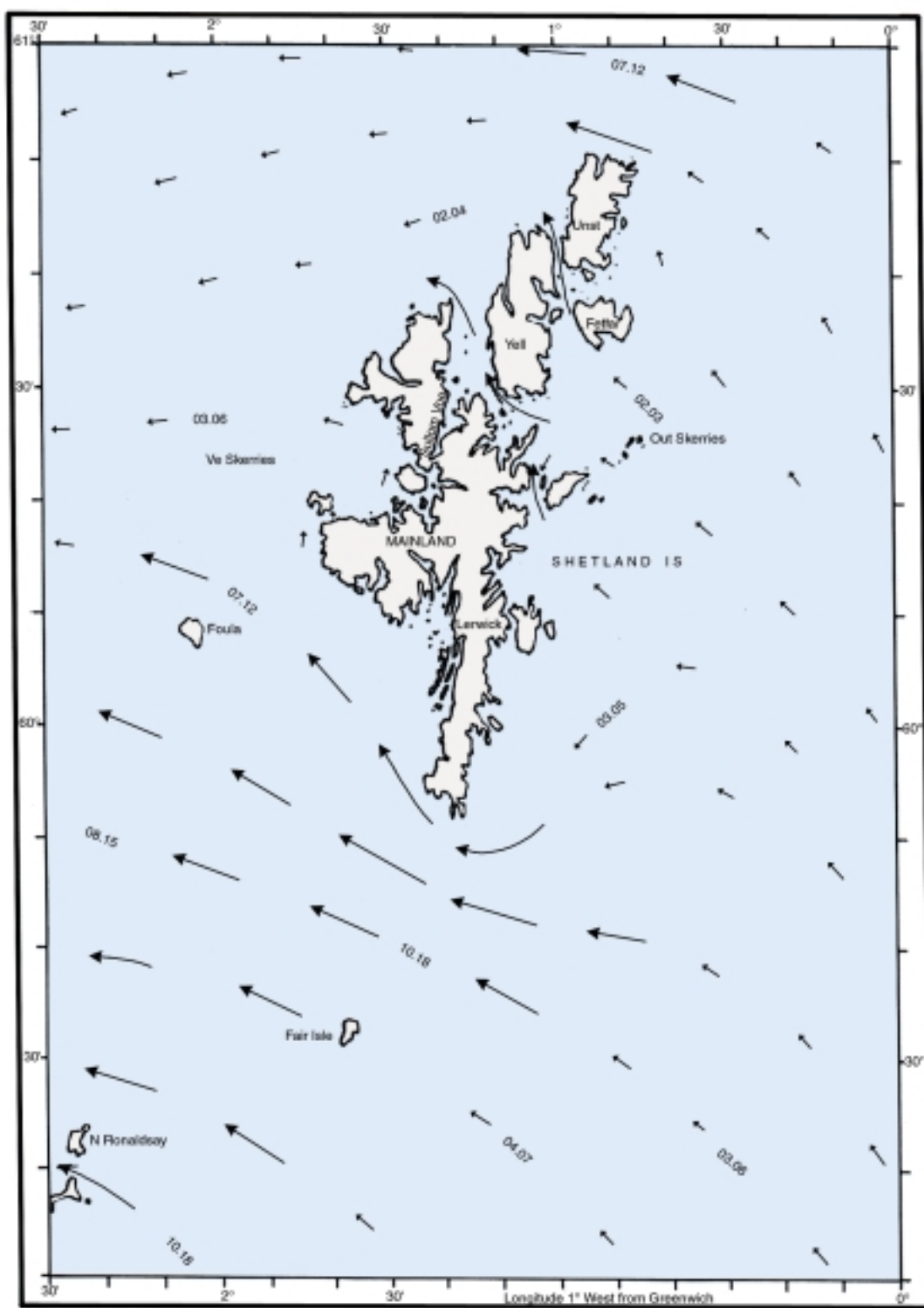


1 HOUR AFTER HIGH WATER AT DOVER
 1 HOUR 20 MIN. BEFORE HIGH WATER AT ABERDEEN

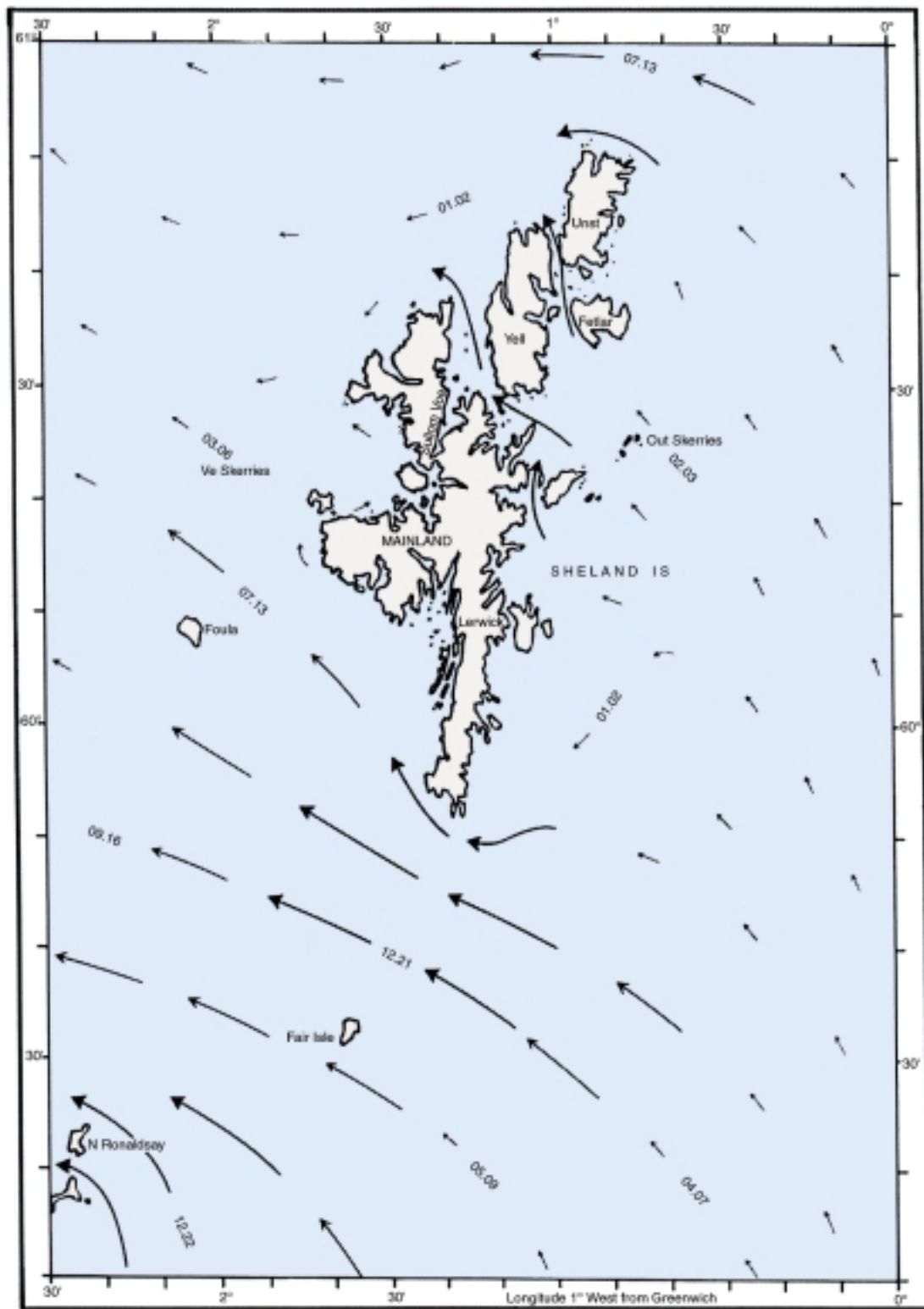


2 HOURS AFTER HIGH WATER AT DOVER
0 HOURS 20 MIN. BEFORE HIGH WATER AT ABERDEEN

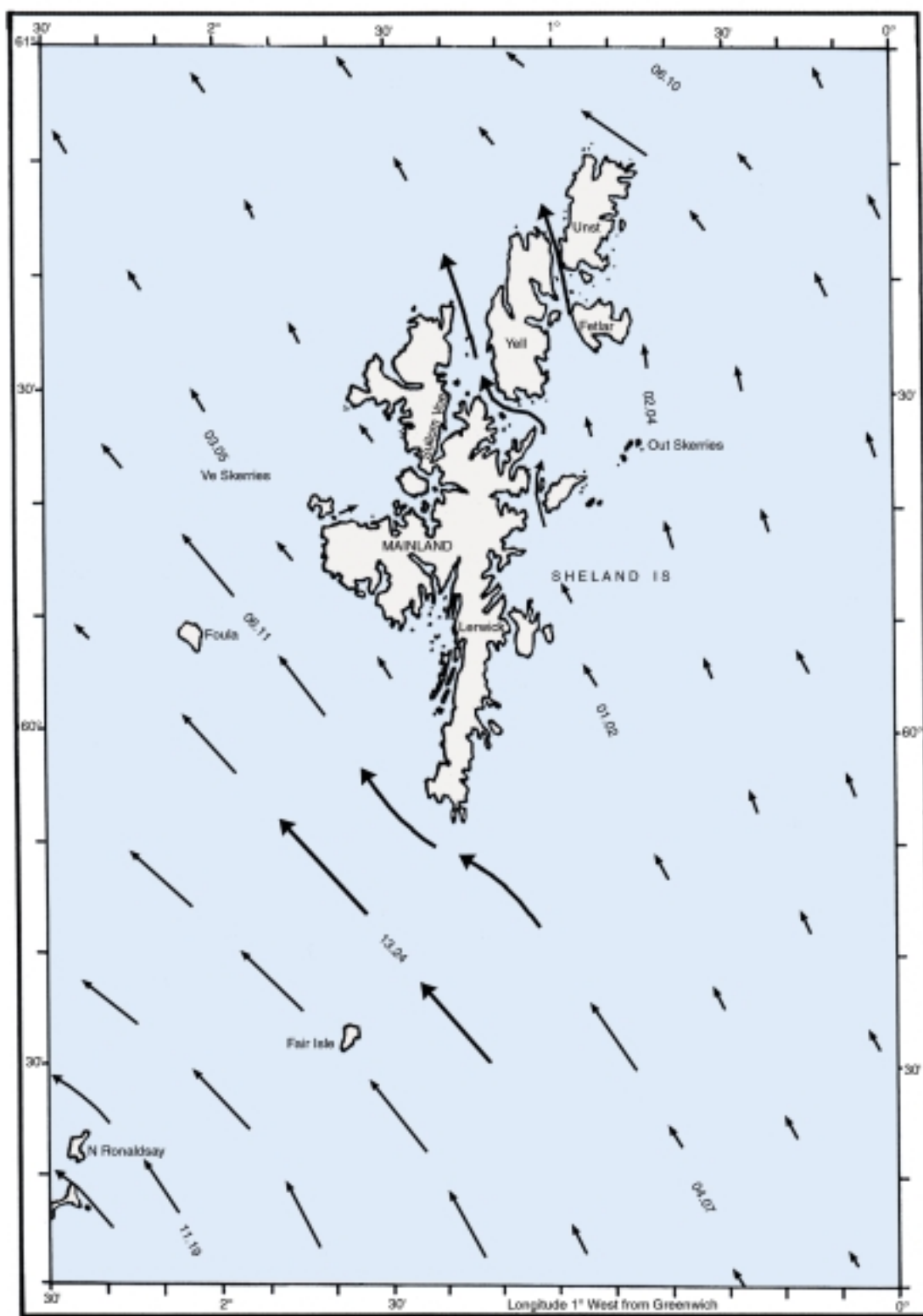




4 HOURS AFTER HIGH WATER AT DOVER
1 HOUR 40 MIN. AFTER HIGH WATER AT ABERDEEN



5 HOURS AFTER HIGH WATER AT DOVER
2 HOURS 40 MIN. AFTER HIGH WATER AT ABERDEEN



6 HOURS AFTER HIGH WATER AT DOVER
3 HOURS 40 MIN. AFTER HIGH WATER AT ABERDEEN



Photos courtesy of Scottish Radiance

ESHA NESS LIGHT

Turks Head. Vessels should steer a mid-channel course when entering the inlet and anchor as convenient. Although the depths are suitable for anchoring in the outer part of the inlet, the only recommended berth lies in a depth of 33m about 0.8 mile ENE of Skeo Head.

The coast extending from Galti Stack to Esha Ness is cliffy and rugged.

Muckle Ossa (60°33'N., 1°36'W.), a pyramid-shaped rock, is 55m high and lies 1.8 miles offshore, about 2 miles WSW of Galti Stack. This rock consists of two parts, which are separated by a deep and narrow chasm.

The N part is the tallest. Fladda, a small above-water rock, lies close SW of Muckle Ossa. The channel leading between Muckle Ossa and Mainland is 1 mile wide and clear.

St. Magnus Bay is entered between Esha Ness and a point on Mainland, 11 miles SSW. This bay is open to the W, but its SW side is somewhat protected by Papa Stour.

Ve Skerries, lying about 1 mile NW of the NW point of Papa Stour, is the principal danger in the SW approach to the bay.

Several smaller bays and voes, some of which serve as harbors of refuge, branch off from St. Magnus Bay.

A large bight lies between Esha Ness and the Ness of Hillswick. Brei Wick and Sand Wick, two small and partially surveyed bays, branch off from the head of this bight. This stretch of the coast is foul and is fronted by off-lying rocks.

Esha Ness (60°29'N., 1°38'W.), marked by a light, is the NW entrance point of St. Magnus Bay.

The Isle of Stenness and the Skerry of Eshaness lie 1 mile S of this headland, at the edge of the shallow shorebank.

Dore Holm, 35m high, lies about 0.8 mile E of the Skerry of Eshaness. This islet has dark, perpendicular sides and a grass-covered summit.

The Drongs, a cluster of red granite rocks, lies on a shoal spit, about 1 mile WNW of the S end of the Ness of Hillswick.

15.9 Ness of Hillswick (60°27'N., 1°30'W.), marked by a light at the S end, is the W entrance point of Ura Firth.

A small pinnacle rock, which dries at LWS, lies about 0.2 mile S of this point.

Ura Firth is entered between this point and Red Head, 1 mile E. Anchorage is available within Hillswick, a small bay, which lies on the W side of the firth, 1.3 miles inside the entrance.

Hamar Voe, a land-locked inlet, branches E from Ura Firth and also affords sheltered anchorage for small vessels.

Vessels seeking refuge from NW gales should steer a mid-channel course into Ura Firth and anchor as convenient.

Between Red Head and Muckle Roe, 4 miles S, the irregular coast is indented by several sounds and voes. Numerous rocks and islets lie close offshore along this stretch of the coast.

North Sound (60°27'N., 1°28'W.) is entered 0.3 mile S of Red Head. With W gales, the seas break across the entrance of the sound which is open to the W. This sound has not been fully examined and is not used by shipping.

Mangaster Voe (60°25'N., 1°26'W.) lies between Lang Head and the peninsula of Isleburgh. Its entrance is obstructed by islets and rocks. Small vessels, with local knowledge, can shelter in this voe, except during W gales.

15.10 Roe Sound (60°23'N., 1°24'W.) is the narrow channel lying between Muckle Roe and Mainland. A bridge spans this sound, close within the S entrance, and prevents passage through Busta Voe.

Lothan, an above-water rock, lies nearly in mid-channel, in the N approach to Roe Sound. It is fronted by shoals and usually marked by breakers.

Local vessels sometimes seek temporary anchorage within Roe Sound, but never during W gales. After clearing the dangers off Brei Ness, the N point of Muckle Roe, vessels

should proceed to the anchorage by steering a mid-channel course between Lothan and Muckle Roe. They may then anchor in a depth of 14m about 0.2 mile inside Lothan.

Muckle Roe (60°22'N., 1°25'W.) is separated from Mainland by Roe Sound, on the NE side, and by Swarbacks Minn, on the S side. The W shore, which faces the sea, is steep and consists of rugged cliffs. These cliffs, which are formed of red granite, are fissured with caves and fringed by off-lying stacks. A light is shown from the SW side of the island.

15.11 Swarbacks Minn (60°21'N., 1°28'W.) is entered between Murbie Stacks, located close off the SW coast of Muckle Roe, and Swarbacks Head, the N point of Vementry Island. The entrance channel, which is 0.5 mile wide, has steep-to sides and depths of 55m in the middle of the fairway. This passage is free of dangers and is divided into two channels by the island of Papa Little, 3 miles within the mouth. The NE channel continues for about 1.5 miles to the island of Linga where it branches N into Busta Voe, E into Olna Firth, and S into Gon Firth. The Rona, the S channel, leads S of Papa Little and into Aith Voe.

Between Swarbacks Head and Point of Sletta, the irregular S shore of the passage is indented by several bays.

Sound of Houbansetter lies on the E side of Papa Little and Mainland. It connects Swarbacks Minn to Aith Voe.

Busta Voe (60°22'N., 1°22'W.) is free of off-lying dangers. Burgastoo, a rock, is 8m high and lies close offshore near the middle of the W side of this inlet. Vessels should steer mid-channel course into the voe and then anchor as convenient. The usual anchorage lies in depths of 22 to 24m near the middle of the voe, about 0.5 mile from the head.

Busta (60°23'N., 1°22'W.), with a large mansion, is situated on the W side of Busta Voe. The village is fronted by a small pier and a landing place.

15.12 Olna Firth (60°22'N., 1°20'W.) is entered between Hevdon Ness and Grobs Ness. The channel leading N of Linga is seldom used as it is obstructed by Groin Baa, a shallow rock, which lies near the middle of the fairway. The channel leading S of Linga continues into Gon Firth and Olna Firth.

Olna Firth is free of dangers except for a drying rock which lies close off the S shore, 0.8 mile E of Grobs Ness.

Voe (60°21'N., 1°16'W.), a small village fronted by a stone pier, is situated at the head of Olna Firth. A sewer outfall, marked by a beacon, lies 0.3 mile NW of the pier.

Gon Firth (60°21'N., 1°20'W.) is clear of dangers, but seldom used by shipping. Anchorage is available in depths of 16 to 18m, sand, about 0.2 mile from the head of this firth.

The Rona (60°20'N., 1°25'W.) leads S of Papa Little and into Aith Voe. Except for several drying rocks lying close offshore, this passage is clear.

Sound of Houbansetter (60°20'N., 1°20'W.), the passage lying between the E side of Papa Little and Mainland, connects Swarbacks Minn to Aith Voe. The fairway has a depth of 7.3m, but shallow shorebanks, lying at the N end of the channel, reduce its navigable width to only 140m. Vessels seeking shelter within the sound usually enter from the S, through The Rona, and anchor as convenient.

Aith Voe (60°19'N., 1°22'W.) is clear of dangers. Vessels should steer a mid-channel course into this inlet and anchor as

convenient. Aith, a small village, stands at the head and has a conspicuous church.

15.13 From Swarbacks Head, the coast extends in a general WSW direction for 6 miles to the Ness of Melby. Several voes and firths indent the irregular shoreline.

Vementry Sound (60°19'N., 1°30'W.) is entered between Heill Head and Neeans Neap, a high and bold cliff, 0.8 mile SW. Several sunken rocks obstruct the entrance to this sound and vessels are advised to seek shelter in Swarbacks Minn.

Stoura Baa (60°20'N., 1°30'W.), a rock, has a depth of 3.7m and is the outermost danger lying in the approach. An isolated depth of 11m lies about 0.2 mile N of this rock and Black Stane, a small and steep-to above-water rock, lies about 0.2 mile SSE of it.

Gruna, an island broken into several parts by the sea, lies close within the entrance and Linga, another island, lies 0.3 mile farther S.

Several voes branch out from the head of the sound.

Suthra Voe (60°20'N., 1°29'W.) is entered between Heill Head and Millder Ness, about 0.5 mile SE.

North Voe of Clousta (60°19'N., 1°28'W.) extends E and Voe of Clousta extends SE from a common entrance lying between Green Point, the S point of Vementry Island, and the Ness of Nounsborough, 0.2 mile S.

Cribba Sound (60°19'N., 1°28'W.) is entered between Green Point and Mainland, 0.2 mile E.

15.14 Brindister Voe (60°19'N., 1°29'W.), entered between Ness of Nounsborough and the coast, can only be used by very small vessels with local knowledge.

The coast extending between Neeans Neap and Neap of Norby is fronted by several islands and numerous rocks, stacks, and skerries.

West Burra Firth and Voe of Snarraness indent this stretch of irregular shoreline.

West Burrafirth Island (60°19'N., 1°32'W.) is cliffy and surrounded by detached rocks, lying close offshore.

West Burra Firth (60°18'N., 1°34'W.) is entered between West Burrafirth Island and Snarra Ness, 1 mile SW. Rocks extend up to 0.2 mile N of Snarra Ness which is foul on its N and E sides. The entrance of the firth, which is obstructed by numerous rocks, is only about 90m wide in places.

Small local vessels can find shelter within this firth. However, it is open to the N and a heavy ground swell forms with gales from that quarter.

The sandy bottom provides indifferent holding ground.

Voe of Snarraness (60°18'N., 1°35'W.) is entered close W of Snarra Ness and is free of dangers. This voe is more sheltered than West Burra Firth and affords safer anchorage. Small local vessels can anchor in a depth of 13m, mud, with good holding ground.

Neap of Norby (60°18'N., 1°38'W.) is faced by a high and conspicuous cliff which is fringed by rocks.

Holm of Melby, a low islet, lies 0.2 mile NW of the Neap of Norby. A rock, with a least depth of 0.6m, lies about 0.3 mile ENE of this islet.

15.15 Papa Stour (60°20'N., 1°42'W.), one of the most fertile islands in the Shetland group, is located on the SW side

of St. Magnus Bay. It lies close off and is separated from the NW point of Mainland by Papa Sound. The irregular shores of this island are heavily indented.

Several small boat harbors are situated within the small voes which lie on the N, E, and S sides of the island.

These harbors are difficult to enter and vessels without local knowledge should not attempt to do so. The voes include Culla Voe, West Voe, Housa Voe, and Hamna Voe.

Papa Stour is noted for the number, size, and beauty of its caves. Christie's Hole is located on the SW coast, about 0.5 mile NW of Hamna Voe. This cave is considered to be the finest and most remarkable in the British Isles. It lies at the head of a narrow creek and is walled in by perpendicular rocks, up to 30m high. A fine, columnar stack stands just outside the entrance, which is formed by an archway, 25m long.

From the entrance, a space opens to the sky, but the cave is still walled in. The cave itself extends for 63 to 72m and ends in a beach. The coast-line of Papa Stour is generally rugged and precipitous. Several bold cliffs stand along the NW side.

Fogla Skerry lies about 0.4 mile W of the W point of Papa Stour. Lyra Skerry, an islet, is located between Fogla Skerry and Papa Stour.

15.16 Sound of Papa (60°19'N., 1°40'W.), the narrow channel lying between Papa Stour and Mainland, should only be used by local vessels. Forewick Holm lies on the N side of the sound, 0.2 mile S of the SE point of Papa Stour.

A drying rock lies 0.1 mile S of this islet and narrows the E entrance to a width of 0.3 mile. The passage leading between Forewick Holm and Papa Stour is foul.

Rivera Baas, a group of small drying rocks, extends up to about 0.2 mile S from the S point of Papa Stour.

Midsound Baas, a rock, has a least depth of 2.7m. It lies nearly in mid-channel, about 0.3 mile W of the NW point of Holm of Melby.

Huxter Baas, a group of sunken rocks, extends up to 0.2 mile offshore at the SW end of the sound. The W entrance, which is about 0.5 mile wide, lies between this group and Rivera Baas.

The tidal currents, which run very strongly through the Sound of Papa, are sometimes influenced by the weather conditions. However, no accurate information is available concerning the times of the turn of the tides.

Ve Skerries (60°22'N., 1°49'W.), a group of low and dangerous rocks, lies 3 miles NW of Papa Stour. The Chubb, 7m high, lies at the SW end of this group. North Skerry and Ormal, both 2m high, lie on a drying reef, about 0.4 mile NE of The Chubb.

A main light (Ve Skerries) is shown from a conspicuous tower, 16m high, standing on Ormal. A racon is situated at the tower.

Vatty Ground (60°20'N., 1°50'W.), with depths of 31 to 35m, lies centered 2 miles SSE of Ve Skerries.

Caution.—With gale winds, the seas break heavily over the skerries in this area, making them difficult to see in the broken water.

Submarine cables, which may best be seen on the chart, lie across the Sound of Papa, in the vicinity of Ness of Melby.

The tidal currents run strongly in the vicinity of Ve Skerries and Vatty Ground.

Foula

15.17 Foula, the W most island of the Shetland group, lies 13 miles SW of Mu Ness.

The N and S sides of this island are low, but the W coast is high and precipitous with heights of 152 to 365m. The E coast is mostly low and formed by broken cliffs. It has a few indentations which serve as landing places for small boats. There are no harbors and boats have to be hauled up onto the beaches.

The Sneug, 417m high, is the highest peak of the island.

South Ness is the S extremity of the island.

A light is shown from a prominent tower standing on this point. A group of rocks, with a least depth of 1m, extends about 0.2 mile S from the point.

Ham Voe, a small village, is situated on the E coast of the island, 1.5 miles NNE of South Ness. A prominent monument stands on Durga Ness which is located 0.3 mile S of the village.

Tides—Currents.—At a position about 2 miles E of Foula, near Hoevdi Grund, the SE current begins 2 hours 15 minutes before HW at Stromness and the NW current begins 3 hours 45 minutes after HW at Stromness. This current attains a rate, in both directions, of 2 knots at springs.

There are ripples or overfalls in the vicinity of all the shoals lying between Foula and Mainland. Violent turbulence also occurs at springs when a strong wind is blowing against the current.

At a position 4.8 miles ENE of Strem Ness, the tidal current is more or less rotary clockwise. It sets in a direction of about 055° and is weakest, with a spring rate of 0.3 knot, 2 hours before HW at Stromness; it sets in a direction of about 140° and is strongest, with a spring rate of 1.3 knots, 1 hour 30 minutes after HW at Stromness; it sets in a direction of about 220° and is weakest, with a spring rate of 0.5 knot, 4 hours after HW at Stromness; and it sets in a direction of 320° and is strongest, with a spring rate of 1.3 knots, 5 hours 15 minutes before HW at Stromness. This current changes very quickly when it is weak, but only about 10° per hour for about 2 hours before until 2 hours after the times when it is strongest.

At a position about 7 miles WNW of Ve Skerries, the tidal current is rotary clockwise. It attains a spring rate, in all directions, of about 0.5 knot and sets, at any time, in the same general directions as the above-described current flowing between Foula and Mainland.

At a position about 50 miles W of Foula, the E tidal current sets in a mean direction of 075°. It attains a spring rate of 0.8 knot and begins 4 hours before HW at Stromness. The W current sets in a mean direction of 260°. It attains a spring rate of about 1 knot and begins 2 hours before HW at Stromness.

Caution.—Foula lies on the W side of a bank, with a depth of 50m, which lies between 1 and 3.5 miles E of the island.

It was reported (1982) that a group of rocks, over which the depth is unknown, lies about 0.3 mile SSE of the S extremity of Foula and is a danger to small vessels.

Hoevdi Rock (60°07'N., 2°00'W.), with a least depth of 2.7m, lies 2.5 miles E of South Ness, the S point of Foula. Except for an isolated depth of 14.6m lying 1 mile W of Hoevdi Rock, the fairway leading between this rock and Foula has a least depth of 22m and is 1 mile wide.

Foula Shoal (60°07'N., 1°54'W.), a rocky patch, has a least depth of 8.2m and lies 2.8 miles ENE of Hoevedi Rock.

North Shoals (60°15'N., 1°58'W.), an extensive shoal area, lies 6.5 miles NNE of the N extremity of Foula.

Mainland—Sandness Hill to Sumburgh Head—Fair Isle

15.18 From Matta Taing, this section of the W coast extends in a S direction for 3.3 miles to Wats Ness, then SE for 13 miles to Fugla Ness Light, and then S again for 15 miles to Sumburgh Head, the S point of Mainland.

Tides—Currents.—The tidal currents run with great strength off Sumburgh Head, and Sumburgh Rost, a heavy race, is often formed. The times at which the currents begin, the directions of the currents, and the rates of the currents, are very different at positions lying not far apart. Therefore, it is an area to be avoided if possible, especially in poor visibility.

In The Hole, the channel lying between the Shetland Islands and Fair Island, and at a position 13.5 miles SSW of Sumburgh Head Light, the ESE current begins 2 hours before HW at Stromness and the WNW current begins 4 hours after HW at Stromness. These currents attain rates, in both directions, of about 2.5 knots at springs.

At a position off Grutness Voe and 1.5 miles NNE of Sumburgh Head Light, the tidal current is somewhat irregular. It changes direction irregularly from about W, through S, to about E, with a spring rate of 0.5 to 0.8 knot, between 30 minutes after HW at Stromness and 5 hours 30 minutes before the next HW at Stromness. It also changes, rather irregularly, from about E, through N, to W, with a spring rate of 0.8 to 1 knot, between 5 hours 30 minutes before HW at Stromness and 30 minutes after HW at Stromness. For comparing with the tidal currents at other positions, the S current at this station may be said to begin about 30 minutes after HW at Stromness and the N current about 5 hours 30 minutes before HW at Stromness.

At a position 4.5 miles WNW of Sumburgh Head Light, the SE current, with a spring rate of 3 knots, begins 4 hours before HW at Stromness. The NW current, with a spring rate of 2 knots, begins 3 hours after HW at Stromness. The SE current varies in direction between about 135° and 160°. The NW current changes direction gradually from about 340° to about 360°. This station lies in an eddy, as the SE current is both stronger and of longer duration than the NW current.

According to an earlier report, Sumburgh Rost, the dangerous race in which the sea breaks with violence, extends off the S extremity of the Shetland Islands and sometimes occurs even in calm weather. When the SE current begins, the race extends off Sumburgh Head and gradually works SE and S until the current ceases at slack water. This period of slack water is known locally as the "still." When the NW current begins, the race extends off Horse Island and gradually works SW, W, and NW until the current ceases at slack water. At springs and when the wind is against the current, this race sometimes attains a width of 3 miles, but at other times its width may be as little as 0.5 mile. The race is the most dangerous when the NW current is opposed by strong winds from between SW and NW, or when the SE current is opposed by strong winds from between E and S. Winds from a NE direction have little effect on the race.

From this earlier account, the SE current in the race is reported to begin 5 hour 50 minutes before HW at Stromness and the NW current in the race is reported to begin 35 minutes after HW at Stromness.

However, according to a recent but somewhat incomplete report, the E current in the race begins 2 hour 20 minutes before HW at Stromness. It then runs until 2 hour 10 minutes after HW at Stromness when the "still" begins and continues for 30 minutes. The W current then begins, but a "still" at the end of this current is not mentioned in the report.

A local account states that the W current runs for 9 hours and the E for 3 hours. At slack water, a "still" usually lasts for 30 minutes. The W current is reported to be the stronger and extends W of Fitful Head.

As some of the reports conflict, it may be that the current turns at very different times in different parts of the race. However, all accounts agree with regard to the existence of the "still", which appears to affect the whole race area at the same time. No detailed information is given in any account or report regarding the distance offshore to which the race extends.

Locally, the race is considered to be dangerous at any state of the tide. However, from observations, it is considered that this danger is limited to vessels of trawler size and below. These small vessels generally use the channel lying inshore of the race, but local knowledge is necessary.

15.19 Between Matta Taing, located 1.5 miles W of Sandness Hill, and Wats Ness, 3.3 miles S, the coast consists of high cliffs and numerous skerries. The shore is indented by several small bays.

Mu Ness (60°15'N., 1°42'W.), located 2 miles S of Matta Taing, is the W point of Mainland.

Wats Ness (60°14'N., 1°41'W.), a bold cliff, is fronted at its base by two large rocks.

Between Wats Ness and Vaila, the coast consists of rocky and broken cliffs, backed by hills.

Vaila (60°12'N., 1°35'W.), an island, is 90m high and lies in the approach to Vaila Sound and Gruting Voe. Webster Sound separates the NW side of this island from Mainland and leads into Vaila Sound and Vaila Voe. Easter Sound separates the E side of the island from Mainland and connects the entrance of Gruting Voe with Vaila Sound. From a distance, the island appears as part of Mainland. Prominent cairns stand near the SW end of the island and close N of the summit.

Wester Sound (60°12'N., 1°37'W.) is entered from the SW between Reitta Ness, on Vaila, and Outer Head, 0.5 mile NW. Midsound Shoal, with a depth of 2.1m, lies in the middle of the fairway, 0.4 mile N of Reitta Ness.

This passage narrows to a width of 0.2 mile and is obstructed by a rock, with a depth of 1.8m, which lies in the middle of the channel.

A narrow fairway leads N of this rock, but the area lying S of it is foul. The sound should be used only by small vessels with local knowledge.

15.20 Easter Sound (60°12'N., 1°34'W.), the recommended entrance channel leading into Vaila Sound and Vaila Voe, is approached from the S between the SW point of Vaila and Culswick Ness, 0.8 mile SE. Vessels bound for Gruting Voe

may also use this approach which is over 0.3 mile wide and has a depth of 31m at the entrance.

Easter Sound is entered from the SE between Green Head, the SE point of Vaila, and Rams Head, which is marked by a light. The latter point is the S extremity of Whites Ness, a headland, which divides the channel into Easter Sound and Gruting Voe. The passage, which leads NW between the steep SW face of Whites Ness and the E coast of Vaila, has a depth of 11m. The fairway is 0.1 to 0.2 mile wide and is free of dangers.

15.21 Vaila Sound (60°13'N., 1°35'W.) is entered from Easter Sound between the W point of Whites Ness and Vaila, 0.1 mile W. Linga Island divides the sound into two parts, Lera Voe lies on the W side and Vaila Voe on the E.

The channel leading into Lera Voe, at the NW end of Vaila Sound, has a depth of 7.3m. Rocky shoals, with depths of less than 2m, narrow the fairway to a width of only about 50m.

Vaila Voe (60°13'N., 1°34'W.) is entered between the S point of Linga Island and Kaili Ness, 0.3 mile NE.

Galta Skerry, marked by a beacon, lies close offshore, about 0.2 mile N of the W point of Whites Ness.

Baa of Linga, a small rock that nearly dries at LW, lies 0.2 mile S of Linga Island. The channel leading into the W part of Vaila Sound passes W of this rock and the channel leading into Vaila Voe passes S and E of it. A pier, from which a light is occasionally shown, is situated on the NW shore of Vaila Voe.

Walls (60°14'N., 1°34'W.), a small village, stands at the head of Vaila Voe.

Anchorage.—Vessels seeking anchorage within Vaila Sound should steer mid-channel course through the approach and Easter Sound. At night, the white sector of the light on Rams Head indicates the fairway which leads W of the isolated shoal, with a depth of 8.2, lying NW of Muckle Flaes. When clear of the narrows, vessels should steer with the light bearing 144° astern. This course leads S of Galta Skerry and Baa of Linga. Anchorage can then be taken in a depth of 22m when the S extremity of Outer Head bears 257°. After passing W of Galta Skerry, vessels proceeding into Vaila Voe, the preferred anchorage, should pass E of Baa of Linga. Anchorage can then be taken in a depth of 16m with the N point of Linga Island bearing 266°. Vessels are not advised to anchor any farther to the N of this roadstead.

Caution.—Submarine cables, linking Whites Ness and Vaila Island, lie across Vaila Sound. They are situated close N of Galta Skerry and may best be seen on the chart.

15.22 Gruting Voe (60°13'N., 1°31'W.) shares a common approach with Easter Sound. It is entered between Green Head, located 0.3 mile NE of Rams Head, and a point on Mainland, 0.2 mile SE. This land-locked inlet extends inland for over 2 miles and several smaller voes branch off from it.

In the narrows, the steep-to shores can be approached to within about 90m. Olas Voe and Seli Voe branch E from the E side of the inlet, 1.5 miles inside the entrance.

Scutta Voe extends E about 0.8 mile farther N and Browland Voe continues N from the head of Gruting Voe.

Gruting Holm, a rocky islet, lies close SW of Gruting Ness, the N entrance point of Seli Voe. Vessels seeking anchorage should steer a mid-channel course through the entrance and up

the voe. The recommended anchorage lies in a depth of 27m about 0.2 mile W of Gruting Holm. Vessels can anchor as convenient, up to 1 mile farther N, but no advantage is gained by taking an inner berth. A swell usually occurs in the entrance to the voe.

15.23 Between Culswick Ness, the SE entrance point of Easter Sound, and Skelda Ness, 3.5 miles SE, the coast is bold with moderately high cliffs. These cliffs, which are formed of colored rock, are conspicuous and are fronted, up to 0.3 mile offshore, by several stacks.

Between Skelda Ness and Ness of Ireland, 10 miles SSE, the coast is formed by a deep indentation. The W and N part of this indentation is known as The Deeps. It is split up into several long and narrow voes, which are separated from one another by rocky promontories. Numerous islands, islets, and rocks lie in the middle of The Deeps. Several islands lie in the approaches to Scalloway, in the E part of the indentation.

Skelda Voe (60°09'N., 1°28'W.) is entered between Skelda Ness and Roe Ness, 1.5 miles NE. This voe extends inland for about 2 miles, but is seldom used by vessels as it is open to the S, a heavy swell sets in at times, and two dangerous rocks lie in the approach.

Braga Rock, 3.5m high, stands on a small reef which lies 1 mile E of Skelda Ness. Snap Rock, 3m high, lies 0.3 mile S of Roe Ness.

Sanda Stour (60°09'N., 1°22'W.), an islet, is 18m high and lies in the middle of The Deeps, 1.5 miles SE of Roe Ness. Several rocks and small islets extend up to 1 mile N from the islet.

Seli Voe (60°10'N., 1°24'W.), with a fairway width of only about 90m, is open and exposed to S winds.

Sand Voe (60°12'N., 1°22'W.) lies between Kirka Ness and Fora Ness, about 1 mile SE. It is open and exposed to the S.

Caution.—Vessels are advised not to anchor within Seli Voe or Sand Voe.

15.24 Sandsound Voe (60°12'N., 1°21'W.) is entered between Fora Ness and Russa Ness, a prominent headland, 0.8 mile NE. This voe narrows, 1 mile N of Russa Ness, to a width of 0.1 mile and leaves a navigable channel only about 90m wide. The narrow fairway has a least depth of 12.8m. The Firth, a small and sheltered basin, is entered from the head of Sandsound Voe, between Salt Ness and Lung Ness. The channel leading into this firth has a least depth of 20.1m, but is only 137m wide. The NW part of the firth is known as Bixter Voe and the E part is known as Tresta Voe.

Anchorage is available within The Firth in a depth of 14m, sand and mud, about 0.3 mile N of Salt Ness. Vessels with drafts of less than 4.6m may anchor in Tresta Voe in a depth of 8m, sand and mud, with Lung Ness bearing 216°. The holding ground is good and there is no appreciable tidal current in the approach or within the voe.

15.25 Tresta (60°14'N., 1°22'W.), a small islet, lies close off the E shore of Tresta Voe.

Weisdale Voe (60°13'N., 1°19'W.) is entered between Russa Ness and Binna Ness, 2.4 miles SSE. This voe extends inland in a NNE direction for 5.5 miles. However, N of Hellister Ness, which is located 3 miles N of Binna Ness, the voe narrows,

shoals rapidly, and is navigable only by small craft. The W side of the voe is clear of off-lying dangers, but the E side is encumbered by rocks and islets.

Flotta Baa, a rocky shoal, has a depth of less 2m and is the W most danger lying on the E side of the voe. The fairway narrows to a width of 0.3 mile in the vicinity of this shoal.

Vessels should steer a mid-channel course into the voe and anchor as convenient in the middle. The best anchorage lies in a depth of 23m, sand and mud, in the middle of the voe and off Haggenga, a small bay indenting the E shore.

Stromness Voe (60°10'N., 1°19'W.) lies between Strom Ness and White Ness, two narrow promontories projecting from Mainland. This narrow voe is entered between Binna Ness, the S point of Strom Ness, and Usta Ness, the S point of White Ness. About 1.5 miles within the entrance, the channel narrows to a width of only 45m. It is encumbered by rocks and has a least depth of only 2.1m.

Caution.—Vessels should not enter Strom Ness without local knowledge.

15.26 Whiteness Voe (60°10'N., 1°18'W.) is entered between Usta Ness and Ness of Burwick, 0.8 mile SE. It extends inland for 2.5 miles in a NNE direction. At times, this voe is used as a temporary anchorage, but several dangers lie in the approach.

Foul Baa, a shallow rock, lies 0.1 mile S of Usta Ness and a shoal, with a depth of 8.2m, lies near the middle of the entrance to the voe. Kirk Skerry, an above-water rock, lies in the middle of the voe, 1.5 miles within the entrance. A shoal, with a depth of 3.7m, lies about 0.1 mile S of this rock. About 0.5 mile N of Kirk Skerry, the voe narrows to a width of 0.2 mile and becomes foul.

After passing Foul Baa, vessels proceeding up the voe should give the W shore a wide berth. They may then pass on either side of Kirk Skerry and anchor to the N of it in depths of 11 to 13m, sand and shell.

Stebblegrund (60°12'N., 1°18'W.), a small village, stands between the heads of Stromness Voe and Whiteness Voe.

15.27 The coast of Mainland, between Ness of Ireland and Scalloway, is fronted by numerous islands.

South Havra (60°02'N., 1°21'W.) lies 1 mile offshore, 1.5 miles N of Ness of Ireland, and Little Havra Island lies close SW of it.

West Burra (60°05'N., 1°20'W.) is a narrow island and a light is shown from Fugla Ness, its NW extremity. West Skerrig, the W most of several rocks and skerries, lies 0.5 mile offshore, 2.5 miles N of Kettla Ness, the S extremity of the island.

East Burra (60°05'N., 1°19'W.), another narrow island, lies parallel to West Burra and its S part is known as Houss Ness. A bridge spans the narrow and foul passage which separates West Burra from East Burra. The part of the passage lying S of this bridge is called West Voe and the part lying N of the bridge is called Lang Sound.

Trondra (60°07'N., 1°18'W.), an island, lies N of East Burra and parallel to the Mainland shore. It is separated from East Burra by a shallow boat channel, 0.1 mile wide, and from West Burra by West Burra Firth. The harbor of Scalloway lies on the N side of Trondra. Clift Sound, a deep channel, lies between Trondra and East Burra and the coast of Mainland.

15.28 South Channel, the most frequented approach channel leading to Scalloway, is entered between Fugla Ness and The Steggies.

Oxna (60°07'N., 1°22'W.) lies 0.8 mile NW of Fugla Ness. A cairn, 37m high, stands on the S end of this islet. The W and E sides of the islet are clear of off-lying dangers, but skerries and shoal ledges extend up to about 0.2 mile seaward from its NW side.

The Steggies (60°07'N., 1°22'W.), a group of detached rocks, lies about 0.3 mile S of Oxna. The passage leading between this group and the islet is foul.

Bullia Skerry, a small rock, lies on the W side of South Channel, about 0.4 mile NW of Fugla Ness. Hellia Baa, a rock, has a least depth of 8.2m and lies about 0.2 mile SE of Bullia Skerry. The main channel, with a least depth of 12.8m, passes between these two dangers. During SW gales, the sea breaks over Hellia Baa and the whole width of the channel lying between Bullia Skerry and Fugla Ness.

Papa (60°07'N., 1°21'W.), 31m high, lies 0.2 mile NE of the NE side of Oxna. This islet is separated from Oxna by a narrow and deep channel.

Green Holm (60°08'N., 1°19'W.), a small islet, lies 0.3 mile N of Bruna Ness, the N point of West Burra. Merry Holm, a large rock, lies 0.1 mile ESE of the islet. It is 4m high and surrounded by shallow and foul ground. The fairway leading through South Channel in the vicinity of these dangers has a least depth of 10.9m, but is only about 30m wide.

Directions.—Scalloway Castle, a conspicuous building, bearing 057°, between Green Holm and Merry Holm, leads through South Channel.

Caution.—During SW gales, the sea breaks over Hellia Baa and vessels should use North Channel.

15.29 Middle Channel is entered between Hildasay and The Cheynies. This passage is not generally used due to numerous rocks and skerries.

Hildasay (60°09'N., 1°21'W.) lies 0.8 mile N of Papa and 0.5 mile NNE of The Cheynies. Foul ground extends up to 0.5 mile SE and up to 0.2 mile S from the S end of this island. The islets of Linga and Hogg of Linga lie on the foul ground which extends SE from the island.

Hoe Skerry, a rocky reef, is the S most danger in this vicinity. It lies near the middle of the passage, about 0.3 mile SE of Hildasay. A rocky shoal, with a depth of 4.9m, lies 0.3 mile E of Hoe Skerry. The passage leading N of this skerry is foul.

15.30 The Cheynies (60°08'N., 1°22'W.) are a group of islets lying on the foul ground extending N from Oxna. A rocky shoal, with a depth of 3.4m, lies 0.3 mile E of the N most islet. The fairway of Middle Channel, which leads between this rocky shoal and the foul ground extending S from Hoe Skerry, is about 0.1 mile wide.

Langa (60°08'N., 1°20'W.), a narrow islet, lies on the N side of Middle Channel, about midway between Linga and Point of the Pund, the N entrance point of Scalloway Harbor. Foul ground extends up to 0.1 mile S from this islet.

Papa Skerry, a rocky ledge, lies about 0.4 mile S of Langa. The channel lying between Langa and this ledge has a least depth of 12.8m, but the fairway is only about 90m wide.

Black Skerry, a small and rocky ledge, lies 0.5 mile E of Papa Skerry and 0.2 mile N of Green Holm. Skervie Skerry, a grass-covered islet, lies 0.2 mile N of Black Skerry.

The channel leading between Black Skerry and this islet is about 150m wide.

Whaleback Skerry, a small drying rock, lies 0.1 mile NNW of Skervie Skerry. North Channel, which is 0.3 mile wide, passes between Whaleback Skerry and Point of Pund.

Caution.—Middle Channel should be used only by small craft with local knowledge.

During SW gales, vessels are advised to use North Channel. The fairway leads between Sanda Stour and Hildasay, and then between Langa and Burwick Holm. A shoal, with a depth of 9.4m, lies near the middle of the fairway, about 0.6 mile N of Langa. Another shoal, with a depth of 11.2m, lies in the middle of the fairway, 0.4 mile E of Langa. Between Maa Ness and Trondra Ness, a shoal, with a depth of 10.3m, lies in the middle of the entrance.

North Channel is wide and deep, but vessels should round the points at a safe distance. At HW, Whaleback Skerry may be covered and vessels should steer accordingly.

15.31 Scalloway (60°08'N., 1°17'W.) ([World Port Index No. 32590](#)) was the former capital of the Shetlands Islands. This town is now second in importance to Lerwick.

Tides—Currents.—Tides rise about 1.6m at springs and 1.3m at neaps.

Depths—Limitations.—The harbor provides 310m of total quayage, with depths of 4 to 8m alongside, and a small dock basin for fishing vessels. Generally, vessels of up to 3,500 dwt, 90m in length, and 6m draft can be accommodated. Slightly larger vessels can be handled, but prior arrangements are required.

Aspect.—Scalloway Castle stands above the town and is conspicuous. It consists of a square and formal structure, three stories high. However, only the walls remain.

A church, standing 0.2 mile NW of the castle, is prominent, but it has no spire.

A directional light, which is shown from a tower standing close SW of the castle, indicates the channel leading over the bar.

Pilotage.—Pilotage is only compulsory for vessels carrying dangerous substances. An ETA and request for pilotage should be sent 12 hours in advance, with a confirmation 1 hour in advance. For South Channel, pilots board off Fugla Ness in position 60°06.3'N, 1°27.7'W. For North Channel, pilots board off Sanda Stour in position 60°09.2'N, 1°22.2'W. Pilots may be contacted by VHF.

Anchorage.—Good anchorage is available within the harbor in depths of 9 to 10.4m, mud. The best berth lies in a depth of 10m, sand and shell, about 0.3 mile SW of the castle.

15.32 West Burra Firth (60°07'N., 1°18'W.) lies between Trondra and the N part of West Burra. It is entered between Bruna Ness, the N point of West Burra, and Trondra Ness, 0.8 mile NE.

Good anchorage is available in a depth of 24m, sand, in the middle of the firth. A rocky shoal, with a depth of 5.4m, lies in the middle of the fairway, N of the anchorage.

Clift Sound (60°03'N., 1°20'W.) is entered from the S between Point of Stakka and Ness of Ireland, 2.5 miles S. This narrow sound extends N for almost 6 miles. A boat channel leads through the narrow and shallow N end of the sound and into Scalloway Harbor.

West Voe (60°02'N., 1°20'W.) lies between West Burra and East Burra. It is entered between Kettla Ness and Point of Stakka. This narrow inlet is shallow and encumbered with numerous drying rocks.

From Ness of Ireland, the coast extends in a general SSW direction for 6 miles to Fitful Head. Several small bays indent the shore and several islands lie close offshore.

St. Ninian's Isle (59°58'N., 1°21'W.), a peninsula, is 58m high and is joined to Mainland by a low neck of white sand. During NW gales, the seas wash across this neck. Several rocks and islets lie close off the W and S sides of the peninsula. Muckle Holm, 41m high and conspicuous, is the W most of these islets.

15.33 Colsay (59°57'N., 1°21'W.), a small and rugged island, lies 1 mile S of St. Ninian's Isle and is separated from Fora Ness, on Mainland, by Muckle Sound. Cloki Stack, a rocky pinnacle, is 29m high and lies close off Fora Ness.

Between Fora Ness and Fitful Head, the bold and rocky coast is fringed with high, detached rocks.

Grey Noup (59°56'N., 1°22'W.), a small peninsula, rises to a sharp conical peak, 81m high.

Fitful Head (59°54'N., 1°23'W.) is 282m high. This prominent promontory is usually the first land to be seen when approaching the Shetland Islands from the SW. A bank, with a least depth of 18.2m, lies 1 mile W of the point.

Between Fitful Head and Sumburgh Head, 4 miles SE, the coast is indented by Quendale Bay and West Voe of Sumburgh.

Quendale Bay (59°53'N., 1°20'W.) is entered between Garths Ness and Lady's Holm, 1 mile SE. Little Holm, a small islet, lies close E of Lady's Holm. The passage between this small islet and the W side of Scatness is foul.

A stranded wreck is reported (1993) to lie in the vicinity of Garths Ness.

West Voe of Sumburgh (59°51'N., 1°19'W.) is entered between Horse Island and Sumburgh Head, 1 mile E.

Horse Island (59°51'N., 1°19'W.) is bounded by sheer cliffs, up to 39m high. It lies close S of Hog of Ness, the S extremity of the peninsula which separates the Bay of Quendale from the West Voe of Sumburgh.

Sumburgh Head (59°51'N., 1°16'W.), 79m high, is the SE point of the Shetland Islands. A main light is shown from a prominent tower, 17m high, standing on the headland.

This headland, together with Compass Head, forms the E side of a peninsula which is connected to Mainland by a low, sandy isthmus. The E side of the head consists of high and precipitous cliffs.

Compass Head is located 1 mile N of Sumburgh Head and is 100m high. A conspicuous domed-shaped radar antenna and two radio masts stand close SW of this headland.

Fair Isle

15.34 Fair Isle, a bold and rocky island, lies nearly midway between the Orkney and Shetland Islands. Ward Hill, the

summit, is 216m high and rises at the NW end. A radio mast, 63m high, is situated on the E slope of this hill, 0.2 mile ESE of the summit. Fair Isle is almost entirely surrounded by high, inaccessible cliffs which are fronted by numerous stacks and skerries. The S side of the island is low. South Harbor, a small bay, indents the S side of the island and provides a landing place. This bay is entered between Head of Tind and Meo Ness. It is heavily encumbered by rocks and only small boats with local knowledge should enter.

The Skerry, a small and rocky islet, lies on foul ground which extends up to 0.3 mile S of the S extremity of the island. The islet is the outermost danger in this vicinity and an isolated depth of 16.8m lies on a ridge, 1.5 miles SSW of it.

Skroo Light (59°33'N., 1°37'W.) is shown from a prominent tower, 14m high, standing close SW of The Nizz, the NE extremity of Fair Isle.

Skadan Light (59°31'N., 1°39'W.) is shown from a prominent tower, 26m high, standing on a low point located close NW of Head of Tind, the SW extremity of the island.



SKADAN LIGHT

Tides—Currents.—The directions of the currents are not constant and change gradually. The current begins in an ESE direction about 2 hours 45 minutes before HW at Stromness and changes gradually S and W. At 1 hour 45 minutes after HW at Stromness, its direction is SSW. At 2 hours 45 minutes after HW at Stromness, it runs SSW off the E side of the island and WSW off the W side.

Near Fair Isle, the SE current attains a maximum rate of 4 knots at springs and the NW current a maximum rate of 5 knots. Eddies are formed on the E side of the island during the SE current and on the W side of the island during the NW current. Races occur at both ends of the island at springs, but Rost of Keels, at the S end, is the more dangerous. This latter race extends up to 2 miles offshore. It trends N with the NW current and S with the SE current.

The current begins to run in a WNW direction about 3 hours after HW at Stromness and continues in that direction, with a spring rate of 3 knots, until 4 hours 30 minutes before HW at Stromness. The current then changes its direction through N and E.

In Fair Isle Channel, which lies between the Shetlands and the Orkneys, the tidal currents are rotary clockwise. There are small local variations in the times at which the currents begin, in their directions, and in their rates. On the average for the whole channel, the current is weakest when setting in a NE direction 2 hours before HW at Stromness and strongest when setting in a SE direction 1 hour 15 minutes after HW at Stromness. It is weakest when setting in a SW direction 4 hours 45 minutes before HW at Stromness and strongest when setting in a NW direction 4 hours 45 minutes before HW at Stromness.

The current changes direction at about 60° per hour when it is weakest, but only at about 10° per hour when it is strongest.

The currents are strongest in the W entrance, with a spring rate of 1.5 knots and setting in directions of 120° and 290°; about midway between Sumburgh Head and Fair Isle, with a spring rate of 2.5 knots and setting in directions of 115° and 305°; about midway between Fair Isle and North Ronaldsay, with a spring rate of 2 knots and setting in directions of 160° and 340°; and in the E approach, with a spring rate of 1 knot and setting in directions of 140° and 320°. When the currents are weakest, the spring rate at the different stations varies from 0.3 to 0.5 knot.

The tidal currents begin about 2 hours 15 minutes earlier to the W of the Orkneys and clear of the land off Westray Firth than in the channel lying between the Orkneys and the Shetlands.

To the W and N of the Shetland Islands, the times at which the currents begin do not differ greatly from those in the channel.

Regulations.—An Area to be Avoided, whose limits are best seen on the chart, surrounds Fair Isle. In order to avoid the risk of oil pollution and severe damage to the environment of Fair Isle, vessels greater than 5,000 grt carrying oil or other hazardous cargo in bulk should avoid this area.

Recommended traffic flow directions have been established in the vicinity of Fair Isle, as follows:

1. A single recommended route for westbound traffic leads N of Fair Isle.
2. Separate recommended routes lie SW of Fair Isle, with eastbound traffic taking a route leading NE of North Ronaldsay and westbound traffic taking a route leading SW of Fair Isle.

Laden vessels should contact the Shetland Coastguard, on VHF channel 16, at least 1 hour prior to ETA. Such vessels should report using the format of the English Channel and Dover Strait Movement Reporting System (MAREP). See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

Sumburgh Head to No Ness

15.35 Grotness Voe (59°53'N., 1°16'W.) is one of the two heads of an inlet which lies close N of Compass Head. Loos Laward, a large rock, is 7m high and is connected to Compass Head by a shingle beach. The rock and the beach form a natural breakwater which protects Grutness Voe from the E. Two detached rocks, each with a depth of 3m, lie about 0.1 mile and 0.2 mile N of the N side of the shingle beach. These

dangers make access to the voe somewhat dangerous and vessels without local knowledge are advised not to enter.

Lambhoga Head (59°55'N., 1°16'W.) is 52m high. A small bay, named Voe, is entered between this headland and Haa of Stova, a point, 0.6 mile N. The bay has depths of 5m extending right up to its head. A stone pier and the ruins of a fish curing station are situated along the shores. Small vessels may find temporary refuge in Voe during NW gales.

Troswick Ness (59°56'N., 1°15'W.) is a bold headland, 40m high, which lies 1 mile NNE of Haa of Stova. Close N of this headland, the cliffs attain a height of 49m. From there to **Levenwick Ness** (59°59'N., 1°15'W.), the cliffs are lower and attain a heights of only 15m or less. To the S of Levenwick Ness, they attain a height of 30m. Clumly Ness (Clumley Ness), 15m high, is located midway between Troswick Ness and Levenwick Ness. It is formed by the most conspicuous cliffs in this vicinity. All of the above cliffs are dominated by a central range of hills. This range culminates in The Ward of Scousburgh, which rises to a height of 262m. The high land in the vicinity of Fitful Head can usually be seen over the coast extending between Compass Head and The Ward of Scousburgh. A conspicuous radio mast, surrounded by numerous small radio masts and a group of large square dish-shaped aerials, stands on the summit of The Ward of Scousburgh. A conspicuous radio mast and two round dish-shaped aerials stand on the summit of a hill which rises 0.8 mile NNE of The Ward of Scousburgh.

Clumly Bass (59°57'N., 1°15'W.), a rocky ledge, extends about 0.3 mile SE from the shore and its inner part dries at LW. An isolated shoal, with a depth of 16.5m, lies close seaward of this ledge. Vessels are cautioned to give this ledge a wide berth.

With the exception of Clumly Baas, the stretch of coast between Sumburgh Head and Levenwick Ness is steep-to.

15.36 Between Levenwick Ness and **No Ness** (59°58'N., 1°12'W.), a bold and precipitous promontory, the coast is formed by a bight. Four small bays indent the shore of this bight and are named Leven Wick, Channer Wick, Hos Wick, and Sand Wick. A light is shown from the extremity of No Ness.

A shoal patch, with a depth of 4.5m, lies in the entrance to Channer Wick, about 0.5 mile N of the N side of Levenwick Ness. Foul ground lies N of Point of Whilvigarth, in the N part of Hos Wick. With these exceptions, all the other dangers show above-water and lie close to the shore. The heads of all these small bays are shallow.

A pier projects 140m from the shore on the E side of Hos Wick. From its root, a quay extends 90m N and has a depth of 5.7m alongside.

Sand Wick is separated from Hos Wick, on the W side, by Cumlewick Ness, a narrow peninsula, which is 45m high. On the E side, it is bounded by No Ness. The village of Sand Wick, with a conspicuous church, stands at the head of this bay.

Caution.—Abandoned submarine cables, which may best be seen on the chart, lie within Sand Wick.

Vessels may find good anchorage and shelter from all winds, except those from between E and S, in either Leven Wick or Hos Wick. During strong N winds, vessels may anchor within Hos Wick in depths of 11 to 13m with the head of a pier at

Brownies Taing bearing 090° and with Point of Whilvigarth bearing 360°. During S or W winds, vessels are advised to anchor in a depth of 18m as convenient within Leven Wick. The bottom in both of these small bays consists of sand over rock. A heavy swell flows into these bays during E gales and renders the anchorages untenable.

Abnormal magnetic variation, amounting to as much as 15° from the normal, has been experienced in the area to the W of No Ness.

No Ness to Bressay

15.37 From No Ness, the coast trends N for 2 miles to **Wick of Sandsare** (60°01'N., 1°13'W.), a small bay, and is composed of high cliffs. The promontory of Hoga, which is surmounted by the ruins of an ancient circular tower, is located about midway along this stretch of the coast. The Ward of Burraland, a hill, is 73m high and overlooks this promontory.

Vessels may find shelter from S gales in the N part of **Mousa Sound** (59°59'N., 1°11'W.). They may anchor in a depth of 18m, sand over rock, as convenient. However, gales from the SE send a heavy swell through this sound.

Tides—Currents.—In Mousa Sound, the S current begins at HW at Stromness and the N current begins 5 hours 45 minutes before HW at Stromness. The velocity of the N current, which is 1.3 knots at springs, is usually greater than that of the S current, but the duration of the S current is longer. Very little current is felt within the small bays indenting this stretch of the coast.

15.38 Gruna Baas (60°01'N., 1°11'W.), with a least depth of 8.2m, lies about 1 mile ENE of Wick of Sandsayre and vessels may pass on either side of it. The sea breaks heavily over this rocky ledge during gales.

Wick of Sandsayre is a small bay which provides some shelter to small craft. A stone pier projects from the shore of the bay. A long and rocky ridge lies close E of the pier and acts as a breakwater, affording shelter during E winds.

From Wick of Sandsayre, the coast, which is high and cliffy, trends N for 1.5 miles to Mail, a small settlement. The coast then turns sharply E for 1.8 miles and terminates in the rocky promontory of Helli Ness. The NW part of the bay indenting this part of the coast is foul. Aith Voe, an inlet, lies 0.5 mile E of Mail. It is shallow and the mouth is partially obstructed by rocks.

Helli Ness (60°02'N., 1°10'W.), 38m high, is a promontory located at the NE end of the peninsula which extends 1.3 miles E from the mouth of Aith Voe. This peninsula rises to a height of 58m at Ward of Greenmow, a hill, which rises midway between Aith Voe and Helli Ness.

Helliness Holm (60°02'N., 1°10'W.), an islet, lies on a reef close off the SE extremity of Helli Ness. Shoals, with depths of 4.5m, lie close S of it and shoals, with depths of 18m, lie close E of it.

Three radio masts, 126 to 142m high, stand on a hill which rise 2 miles WNW of Helli Ness.

Caution.—A survey vessel reported observing two areas of magnetic disturbances lying E of Helli Ness. In the E most area, the normal magnetic variation was increased by 1 to 4.30° and in the W most area, it was decreased by 1 to 4°.



MOUSA (FOREGROUND) FROM E

East Voe of Quarff (60°06'N., 1°13'W.), a small inlet, is entered 3.5 miles N of Helli Ness. Quarff Valley, which is conspicuous, cuts directly across Mainland from East Voe of Quarff to West Voe of Quarff, on the E side of Clift Sound. Two churches stand in this valley, which appears as a deep notch when viewed from the E or W.

Gulber Wick (60°07'N., 1°11'W.), entered between the S extremity of Ness of Trebister and Ness of Setter, 0.5 mile W, is a small and partially protected bay.

A shoal patch, with a depth of 5.5m, lies close S of Ness of Trebister. A shoal, with a depth of 4.1m, lies about 0.1 mile offshore, in the inner part of the bay, and 0.8 mile NW of Ness of Trebister. Although this bay is open to the S, the holding ground is good and the sea is somewhat deflected by the S part of Bressay, located 2 miles E.

Off-lying Islands

15.39 Mousa (60°00'N., 1°10'W.), lying 1.5 miles NE of No Ness, is an uninhabited island. It rises to a height of 54m in the middle. Hills stand, up to 40m high, at its N end and, up to 34m high, at its S end. A tower stands on a low point at the W side of the island, 0.5 mile NW of the S extremity. Muckle Bard and Perie Bard, located close N, are two islets which lie close off the SE side of the island. A light is shown from a tower, 6m high, standing on Perie Bard.

Bressay (60°09'N., 1°05'W.), a large island, lies close off the E side of the mainland and is separated from it by Bressay Sound. This passage is 0.2 mile wide at its narrowest part. On the seaward side of the island, the shore consists of high cliffs, but towards the mainland, the shore is low and rocky.

Bard Head (60°06'N., 1°04'W.), the S extremity of the island, is very prominent. The Ord, a cape, is located on the SW side of the island, 1 mile NW of this headland. It is 164m high and conspicuous.

15.40 Kirkabister Ness (60°07'N., 1°07'W.) is located on the W coast of the island, 1.8 miles NW of Bard Head. Whinna Skerry, 2.5m high, lies close offshore, 0.5 mile N of this point.

A light is shown from a prominent tower, 16m high, standing on the point.

Ward of Bressay, the highest part of the island, appears as a pyramid and stands in the middle of the S part. Two conspicuous radio masts, each 68m high, stand on this summit.

A conspicuous disused water tower stands on Ander Hill which rises to a height 143m on the E side of the island, 2 miles NE of Ward of Bressay.

Score Head (60°12'N., 1°04'W.) is the N extremity of Bressay and the N end of the Aith Ness peninsula. Holm of Beosetter, an islet, is 6m high and lies on foul ground, 1.5 miles W of this headland.

Isle of Noss (60°09'N., 1°01'W.) lies close E of Bressay and is a bird sanctuary. This island is composed of red sandstone and is prominent. During the nesting season, June to August, the cries of the countless number of sea birds on the island can be heard from considerable distances to seaward. Noss Head, located on the E side of the island, is precipitous. From this headland, the island slopes steeply W with great regularity. When seen from the SW or NE, the headland has the appearance of a wedge.

Noss Sound (60°09'N., 1°02'W.), which is about 0.1 mile wide at its narrowest part, has a least depth of 3m. It is tortuous and rocky. The tidal currents run through this passage with great rapidity. About 0.3 mile S of the narrowest part, the sound widens out into Hope Wick, a partially protected bay, which has depths of 28 to 35m. The bay is steep-to on all sides and clear with the exception of Voe of the Mels, which lies in the NE corner and has a least depth of 10.9m.

Caution.—A ferry runs across Noss Sound.

South Approach to Lerwick

15.41 The coast of the mainland, extending between Ness of Trebister and The Knab (60°09'N., 1°08'W.), the S extremity of South Ness, is indented by two bays.

Voe of Sound, entered between Ness of Trebister and Ness of Sound, 0.8 mile NE, is open to the SE. Ness of Sound is fringed by skerries and rocks on the SE side. Skersund Skerry,



LERWICK

27m high, lies near the outer edge of a shallow and narrow bank. This bank extends off the W side of the voe, about 0.4 mile N of its W entrance point.

Brei Wick, which is open to the S, is entered between Ness of Sound and The Knab, about 1 mile NE. The E side of Ness of Sound between its S extremity and Skeo Taing, 0.8 mile N, is fringed with foul ground and skerries. A bank, having a rock with a depth of less than 2m near its outer end, extends about 0.2 mile NE from Skeo Taing.

Sillock Baas, a rocky shoal, has a least depth of 7.8m. It lies near the entrance to Brei Wick and 0.5 mile SW of The Knab. During SE gales, the seas break heavily on this shoal. Brei Wick can be used as an anchorage, but this bay is not recommended as it is fully exposed to S gales. The Knab is fronted by foul rocky ground on its S side. Leake Rock, with a depth of 3m, lies near the outer end of this area of foul ground. The SE side of South Ness between its S extremity and Twageous Point, 0.3 mile NE, is fringed with shoals.

Caution.—Submarine cables, which may best be seen on the chart, are landed at the head of Voe Sound.

North Approach to Lerwick

15.42 The N entrance to Bressay Sound, which leads to Lerwick, is approached between Kebister Ness and Score Head (60°12'N., 1°04'W.), the N extremity of Bressay.

Soldian Rock, which dries 0.7m, lies 1.3 miles NNW of Score Head and is usually marked by breakers. A lighted buoy is moored 0.4 mile SE of this rock.

Nive Baa, a rock, has a least depth of 0.6m and lies about 0.5 mile WNW of Soldian Rock.

Green Holm (60°13'N., 1°06'W.), 10m high, is covered with grass. A channel, with a depth of 36m, lies between this small island and Soldian Rock, but vessels are advised not to use it.

The Brethren, consisting of two rocks, is marked by a lighted buoy, moored close W. The E most rock is 2.1 high and the W most rock is 1.5m high. These rocks lie on a reef, midway between Green Holm and Kebister Ness, which dries 0.9m at its NE end. A shoal patch, with a depth of 7m, lies 0.3 mile S of the E rock.

Luggies Knowe, a conspicuous pyramid-shaped hill, stands 0.8 mile SW of Kebister Ness and 0.2 mile inland.

Rova Head (60°11'N., 1°08'W.), a low and rounded point, is steep-to on its seaward side. Skibby Baas, a rocky reef, lies close offshore, 0.3 mile SSW of this headland. A rock, awash, lies on the reef. A light is shown from a tower, 7m high, standing on the headland.

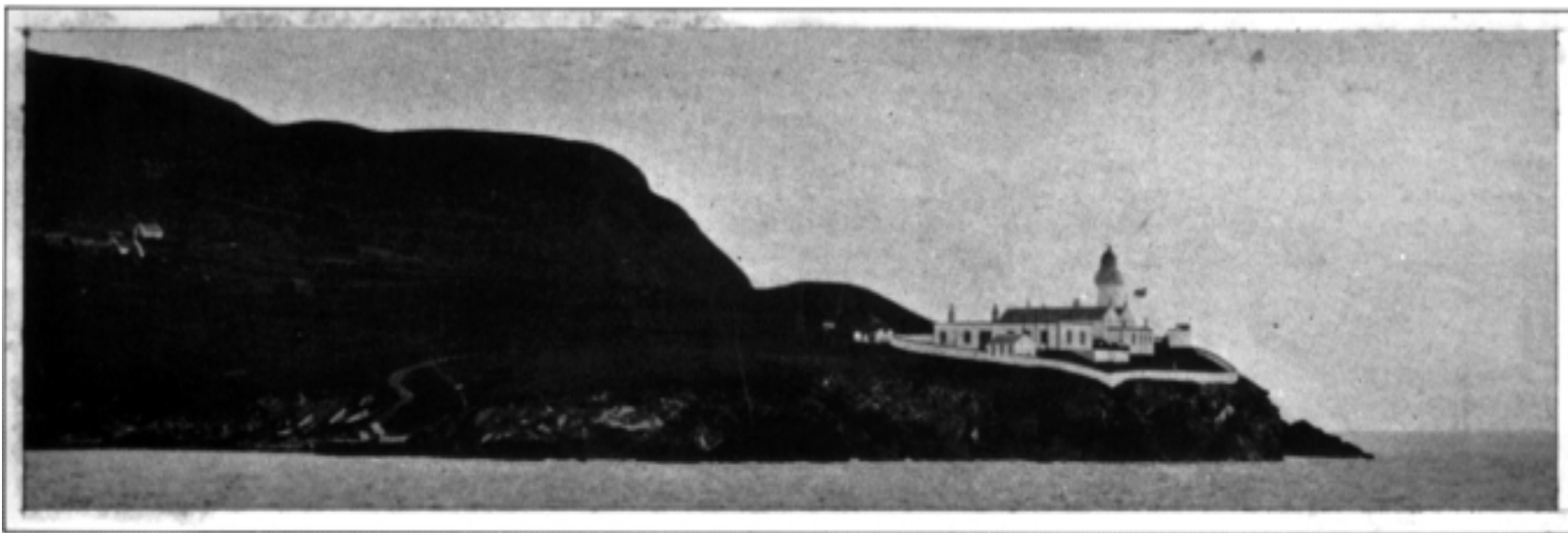
Tides—Currents.—In the narrow N part of Bressay Sound, the S current begins 3 hours 10 minutes before HW at Stromness and the N current begins 2 hours 50 minutes after HW at Stromness. These currents attain a velocity of 2 knots at springs.

Lerwick (60°09'N., 1°09'W.)

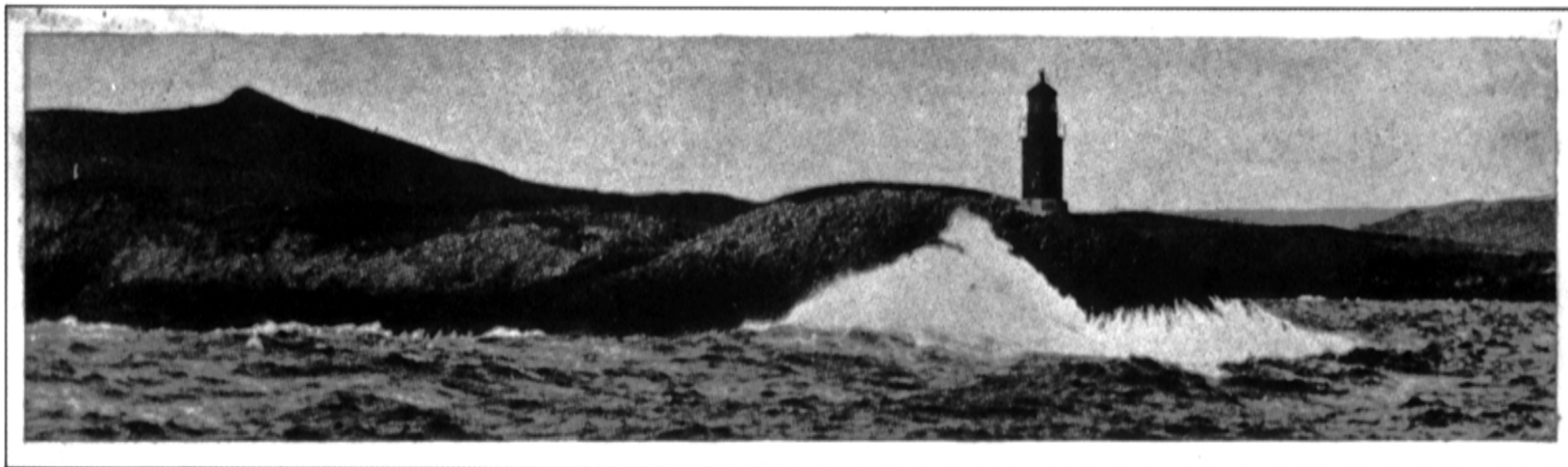
World Port Index No. 32600

15.43 Lerwick is the capital of the Shetland Islands and its harbor occupies the middle portion of Bressay Sound. The port is a fishing center and a supply base for the offshore oil and gas industry. That part of the harbor lying S of North Ness (60°09.6'N., 1°08.5'W.) is known as South Harbor and that part lying N is known as North Harbor.

There are two approach channels leading to Lerwick, one from either end of Bressay Sound. The S approach channel is deep and the land bordering it has a distinctive appearance. The N approach channel is suitable only for vessels with drafts up to 4.6m at LW and 6.4m at HW.



KIRKABISTER NESS FROM W



ROA HEAD LIGHTHOUSE BEARING ABOUT 286°

Tides—Currents.—Tides rise about 2.2m at springs and 1.6m at neaps.

There is little or no current within the S part of Bressay Sound and within the harbor.

Depths—Limitations.—Middle Ground, with least depths of 1.3m at its center and 1.9m at its S end, lies in the middle of North Harbor and is marked by lighted buoys.

Loofa Baa, a rocky shoal, has a least depth of 0.5m. It lies between 0.1 mile and 0.3 mile N of North Ness and is marked by a lighted beacon. Holm of Cruester, 2m high, lies on a rocky bank, about 0.2 mile N of Loofa Baa.

The narrowest and shoalest part of the fairway, which leads from the N approach channel to North Harbor, has a dredged depth (1990) of 6m and is marked by lighted buoys.

The fairway leading South Harbor to North Harbor passes S of Loofa Baa. It is marked by lighted buoys and has a dredged depth (1990) of 9m.

The principal wharves in North Harbor include Morison Dock which has three berths, 45 to 147m long, with depths of 3 to 10m alongside; and Norscot and Ocean Inchcape supply base which has berths, 215 and 385m long, with depths of 5.5 to 6.4m alongside.

The principal wharves in South Harbor include Victoria Pier which has 636m of total quayage, with berths 59 to 107m long, and depths of 1.8 to 11m alongside; and Albert Wharf which has two berths, 69 and 122m long, with depths of 3 to 4.7m alongside.

In addition, Holmsgarth Quay has 304m of berthage with depths of 5.5 to 10.6m alongside. There are facilities for most types of cargo including ro-ro vessels. Generally, vessels of up to 155m in length and 10m draft can be accommodated. Vessels of slightly greater draft and length may be handled after discussion with the harbor authorities.

Aspect.—A directional light, which indicates the fairway of the N approach channel, is shown from the W side of North Harbor, 1 mile SSW of Rova Head.

A power station, with several conspicuous chimneys, is situated on the NW side of North Harbor.

A sector light, shown from the ferry terminal situated on the W side of Bressay, indicates the fairway of the S approach channel.

The conspicuous clock tower of the town hall stands on the W side of South Harbor, 0.8 mile NNW of The Knab, and Fort Charlotte is situated close N of it.

A radio mast, 294m high, stands on Anne's Brae, 0.3 mile NNW of The Knab. A conspicuous coastguard lookout building is situated adjacent to it.

Pilotage.—Pilotage is compulsory for vessels over 30m in length and carrying passengers, all tankers over 1,600 grt, all vessels carrying dangerous substances, and all vessels over 3,000 grt intending to berth, anchor, or shift within the inner harbor. Vessels should send an ETA and request for pilotage at least 24 hours in advance stating the intended entrance channel. Confirmation should be sent 2 hours and 1 hour before arrival.

Pilots may be contacted by VHF and usually board about 0.3 mile WSW of Kirkabister Ness for the S entrance and 1 mile ENE of Rova Head for the N entrance.

The port provides radar coverage of the N and S entrances and the inner harbor. Vessels should report to Lerwick Port Control on VHF channel 12, when passing Kirkabister Ness, Outer Score, or the lighted buoy moored W of The Brethren.

Anchorage.—The usual anchorage berth in North Harbor lies in a depth of 14m about 0.3 mile NW of North Ness. The usual anchorage berth in South Harbor lies in a depth of 18m about 0.4 mile E of Fort Charlotte. The holding grounds are composed of dark sand, stones, and shells with a little mud. They are reported to be not good during periods of strong winds. The SE winds are usually the strongest and sometimes send a sea into the harbor.

Caution.—Submarine cables lie within the harbor and may best be seen on the chart.

A ferry crosses the harbor and its route may best be seen on the chart.

Bressay to Whalsay

15.44 The coast between Kebister Ness and Moul of Eswick, a headland located 4 miles NNE, is deeply indented by several voes and is fronted by several islands and rocks.

Dales Voe (60°12'N., 1°10'W.) is entered between Kebister Ness and Hawks Ness, 1.3 miles NNW. The Unicorn, a detached reef, has a least depth of 1.4m and lies 0.5 mile E of Hawks Ness. A dangerous wreck lies close NE this reef. Hawks Baa, a shoal, has a least depth of 2.7m and lies 0.3 mile SE of Hawks Ness. Several shallow shoals and rocky patches lie in this vicinity and foul ground extends up to 0.3 mile E and 0.3 mile S of Hawk Baa. A dangerous wreck is reported to lie 0.3 mile SSW of Hawk Baa.

A directional light is shown from the W shore of the voe and indicates the approach channel.

A T-shaped jetty, with a depth of 12.5m alongside, is situated on the E side of the voe, 0.8 mile SW of Kebister Ness. This jetty is used for the inspection and repair of oil rigs and several mooring buoys are situated in its vicinity.

Lax Firth (60°13'N., 1°12'W.) is entered between Hawks Ness and Wadbister Ness, 0.8 mile NW, and several marine farms lie within it. This firth affords better shelter than Dales Voe, but it is not often used for anchorage except by local craft.

Wadbister Voe (60°14'N., 1°13'W.) is entered between the N extremity of Wadbister Ness and the coast extending below Hill of Brunt Hamarsland, 0.7 mile NW. This inlet provides anchorage for small vessels, but should not be entered without local knowledge.

Cat Firth (60°15'N., 1°12'W.) is entered between the coast extending below Hill of Brunt Hamarsland and Ling Ness, 1 mile E. Little Holm, a small peninsula, projects from the N side of this firth and divides it into two parts. This firth provides one of the best anchorage roadsteads for small vessels on the E side of the Shetland Islands and several large fishing vessels are usually moored here, in lay-up, during the winter. A small mussel bank, with a depth of 6.4m, lies in the middle of the channel, 0.5 mile within the entrance. This bank has depths of 12 to 17m surrounding it.

Isles of Gletness (60°14'N., 1°09'W.), a group of islets, lies 0.5 mile E of Ling Ness. The islets are steep-to on their S and SE sides which consist of perpendicular cliffs. The area lying between this group and the coast is foul. A pinnacle rock, with a depth of 3m, lies 0.2 mile NE of the northernmost islet.

Moul of Eswick (60°16'N., 1°06'W.), a bold promontory, is formed of mica slate and is fronted by a detached mass of rock,

named Fru Stack. This detached mass of rock lies 0.5 mile S of the N extremity of the promontory.

A light is shown from a prominent tower, 7m high, standing midway between the N and S ends of the promontory. A conspicuous white streak extends from the light tower to the foot of the cliff in this vicinity.

Between Moul of Eswick and the Isles of Gletness, the coast is indented by a bay in which lie several above-water rocks and shoal patches.

15.45 Hoo Stack (60°15'N., 1°09'W.), 33m high, is a bold and pyramid-shaped rock. It lies about 0.3 mile SSE of the light tower standing on Moul of Eswick and is very conspicuous from all directions. Grass covers the summit and the NW slope of this stack. A partly visible reef fronts the SE side of the stack and another reef extends up to 0.1 mile N and NE from its NE extremity. A light is shown from a prominent tower, 8m high, standing on this stack. A directional light is also shown from the tower, but is visible only from the N.

Sneekan, a rock, is 1.8m high and lies on a shoal, about 1 mile ENE of Hoo Stack. South Baa, a pinnacle rock, has a least depth of 8.2m and lies about 0.5 mile WSW of Hoo Stack. Seas, dangerous to small craft, break over this rock in heavy weather.

Hoo Stack is reported to be conspicuous, even in periods of low visibility. Vessels should pass E and S of it, giving South Baa a wide berth.

South Nesting Bay (60°17'N., 1°06'W.) is entered between Moul of Eswick and Hill of Neap, 2 miles NNE. Neap Manse, a very conspicuous dwelling, stands on the summit of a hill, 0.3 mile NW of Hill of Neap. The bay has no good anchorages as the depths are too great and it is obstructed by several below and above-water rocks.

Hog Island and Stany Hog, 13m high, lie close off Hill of Neap. Climnie Reef, parts of which are above water, lies 0.6 mile N of the N end of Moul of Eswick. Fiska Skerry, 0.3m high, lies 0.5 mile WNW of Climnie Reef.

Stepping Stones is formed by a succession of reefs and skerries which extend up to 4.5 miles NE from Moul of Eswick. The bottom lying between these dangers is very irregular and the depths vary greatly. Vessels should navigate with extreme caution in this vicinity.

Muckle Fladdicap (60°18'N., 0°59'W.) is the outermost of the above dangers. This conspicuous rock, which is flat, covers a fairly large area. A reef, which dries 1.2m, extends up to 0.3 mile NE from the rock. The NW side of Muckle Fladdicap is shallow and the other sides are steep-to. A detached reef, with a depth of 4.2m, lies about 0.3 mile SW of the rock.

Muckle Billan, a rugged and conspicuous rock, is 6m high and lies about 1 mile SW of Muckle Fladdicap. Littla Billan, 2.5m high, lies 1 mile SW of Muckle Billan and another rock, which occasionally dries, lies close SW of it.

Caution.—Vessels entering Dury Voe or passing through either of the sounds lying W of Whalsay Island may use any of the channels leading between the Stepping Stones. However, the recommended channel lies between Littla Billan and Muckle Billan, which are conspicuous and above-water at all times. Great care must be exercised when navigating in this vicinity.

Middle Voder, a rock, has a least depth of 0.9m and lies 1 mile WSW of Littla Billan. Haerie, an above-water rock, is 1m

high and lies 0.3 mile NE of Middle Voder. Inner Voder, an above-water rock, is 0.6m high. It lies 0.5 mile NE of the N end of Moul of Eswick and is marked by a beacon.

Stava Ness, the S entrance point of Dury Voe, is located 1 mile N of Hill of Neap.

Off-lying Islands

15.46 Whalsay (60°21'N., 1°00'W.) is the largest of the islands lying off this part of the coast.

Ward of Clett, 118m high, is a sharp hill standing 0.4 mile N of Clett Head, the S extremity of Whalsay. Symbister House, a large mansion, is situated 0.5 mile NW of this hill.

Symbister Ness, the SW extremity of Whalsay, is located 1.5 miles NE of Stava Ness. A light is shown from the NW extremity of this point.

Holm of Sandwick, 9m high, and Flaeshans of Sandwick, 2.4m high, lie 0.4 mile SE and 0.3 mile S, respectively, of the S extremity of Symbister Ness. Sava Skerry, a rock, is 2.1m high and lies 0.3 mile SW of Holm of Sandwick.

Symbister, a small harbor, lies at the SW side of Symbister Bay, on the N side of Symbister Ness. It is protected by a breakwater and has two jetties with depths of 3.4 to 4m alongside the heads. A ro-ro terminal is reported to be situated along the S side of the S most jetty.

Suther Ness, a short and narrow peninsula, is located 1.8 miles NNE of Symbister and is marked by a light.

The Skate of Marrister, a flat ledge, dries 1.5m and extends up to 0.2 mile seaward from a point located on the W side of the island, 1 mile NNE of Symbister Ness. This ledge is usually marked by tide rips under normal conditions, but it is a serious danger to vessels during periods of low visibility. A light is shown from a structure standing near the extremity of the ledge.

Skaw Taing (60°23'N., 0°54'W.) is the NE extremity of Whalsay. Outer Holm of Skaw, a small and rocky islet, is 4m high and lies 0.5 mile NNW of the point. Inner Holm of Skaw, 10m high, lies close SW of this small islet. The area lying between the outer islet and Skaw Taing is obstructed by many below-water dangers.

Isbister Holm, 20m high, lies 1.3 miles S of Skaw Taing, on the SW end of a reef. Mooa and Nista, 16 and 19m high, respectively, are two islets which lie NE of this holm, on the same reef.

Gard Baas, a rocky shoal area, has depths of less than 2m and lies 0.8 mile ESE of Skaw Taing. Nacka Skerry, a large rock, is 5m high and lies 0.5 mile N of the islet of Nista.

Swarta Skerries (60°20'N., 0°51'W.), consisting of two rocks, is the E most danger lying off the E side of Whalsay. The W most rock is the larger one. It is 6.4m high and dark colored. The E most rock is 4.2m high and lies close off the W rock.

Grif Skerry lies with its N end located 0.3 mile NW of E most rock of Swarta Skerries. This rock is conspicuous and foul ground and shoals extend up to about 0.3 mile W and SW of it.

East Linga (60°21'N., 0°53'W.), the largest of this group of islands, lies 0.8 mile W of Grif Skerry and a prominent hill stands near its center.

Rumble Holm, 8m high, lies 1 mile SW of the island. Flaeshans of Rumble, a narrow reef, is partly above-water and extends up to 0.3 mile NNE from this holm.

Ungla Skerry, a small and conical rock, is 1.2m high and lies near the center of a small reef, 1 mile NW of Rumble Holm.

The Hogo Baas (60°20'N., 0°58'W.), consisting of three rocky patches, lies E and ESE of Clett Head. The westernmost patch has a least depth of 1.8m and lies 0.8 mile ESE of the point. During gales, the sea breaks heavily over all these patches.

Caution.—The passage leading between the E side of Whalsay and the dangers lying off it should not be entered as it has not been thoroughly examined.

15.47 Out Skerries (60°25'N., 0°45'W.) form the outermost dangers fronting this part of the coast of Mainland. These dangers, which consist of five distinct groups of islets and rocks, lie between 2.5 miles and 5.5 miles NE of Skaw Taing. The principal islands are Grunay, Bruray, and Housay which lie close together. These islands are hilly and grassy. The land is chiefly used for grazing, except for a small area of cultivation located on the NE side of Housay.

A light is shown from a conspicuous tower, 30m high, standing on Bound Skerry, a large and barren rock, lying close E of the NE end of Grunay.

A bridge connects the islands of Housay and Bruray. Two small harbors lie within the Out Skerries. The NE most harbor is entered between the E end of Bruray and the N end of Grunay. It has a pier, 52m long, and a ro-ro berth, 40m long, with depths of 4 to 7m alongside. These harbors should not be entered without local knowledge.

Mio Ness (60°25'N., 0°48'W.) is the SW extremity of Housay. A rock, with a depth of 1.8m, lies close SW of this point. Benelip Sound, 0.2 mile wide, leads between Mio Ness and the Benelips, a group of islets and rocks.

Filla (60°24'N., 0°48'W.), a grass-covered islet, lies SW of the Benelips and separated from the group by Filla Sound, which is 0.2 mile wide.

Small vessels may safely use Benelip Sound and Filla Sound by keeping in the middle of the channels, but care must be taken to avoid a rocky patch, with a least depth of 3.4m, which lies about 0.3 mile W of the S most of the Benelips.

Billia Skerry (60°24'N., 0°49'W.) is the SW most danger of the group and lies 1.3 miles SW of Mio Ness.

Muckle Skerry (60°26'N., 0°52'W.), a flat-topped rock, is 10m high and lies 3.5 miles NNE of Skaw Taing. Foul ground and above-water rocks surround this rock. A light is shown from a structure standing at the S side of Muckle Skerry.

Vongs and Little Skerry, consisting of groups of above-water rocks, lie on a shoal, 1.5 miles SSE of Muckle Skerry.

Caution.—A submarine cable lies between Whalsay and the Out Skerries and may best be seen on the chart.

Vessels are cautioned not to navigate in the near vicinity of the Out Skerries at night or during poor visibility. During the day and in clear conditions, vessels have little difficulty. In heavy weather, the sea breaks over all rocks with depths of less than 11m.

Mainland—Dury Voe to Lunna Holm

15.48 Dury Voe (60°20'N., 1°09'W.), the largest and safest of all the inlets on the E side of the Shetland Islands, is entered between **Stava Ness** (60°19'N., 1°05'W.) and **Hamera Head**, a

bold and conspicuous headland, 1.5 miles NW. This voe forms an extensive harbor and provides the safest anchorage roadstead on the E side of the Shetland Islands.

Gruna Baas, a large rocky patch, has a least depth of 7.9m and lies about 1.5 miles N of the N extremity of Stava Ness. Numerous rocks, with depths of 9.1 to 12.8m, lie within this patch and the sea breaks heavily over them during S gales.

To the W of Hamera Head, the N side of the voe is composed of cliffs, which vary in height. A ferry terminal is situated within Laxo Voe, which indents the NW side of Dury Voe, 1.5 miles WNW of Hamera Head.

Green Isle, 16m high, lies on the S side of Dury Voe, 1.5 miles NW of Stava Ness. A beacon stands on the S extremity of this islet. Swarta Skerry lies on an area of foul ground, 0.5 mile NW of the islet.

Grunna Voe is entered at the S side of the head of Dury Voe. Anchorage can be taken in a depth of 18m within this voe. The holding ground is good and the inlet is well protected.

Caution.—Submarine cables lie in the approaches to Dury Voe and may best be seen on the chart.

Linga Sound (60°22'N., 1°01'W.), leading between Whalsay and Mainland, is the channel most commonly used by large vessels when approaching Dury Voe from the N. The tidal currents run strongly through this passage.

Baa of Wether Holm (60°23'N., 1°01'W.), a rock, has a depth of 4.3m and is the outer danger lying in the N approach to the sound.

West Linga, a narrow island, is 51m high and lies between Mainland and Whalsay. Linga Sound separates the island from Whalsay and Lunning Sound separates the island from Mainland. Whether Holm, 9m high, lies close N of the N end of West Linga. Calf of Linga, 2.5m high, lies close S of The Skate, the S extremity of West Linga.

The Skate of Marrister has been previously described.

Bruse Holm, 31m high, lies 0.5 mile NW of The Skate. Several dangerous rocks lie between Bruse Holm and Swarta Skerry, at the E side of Lunning Sound.

15.49 Lunning Sound (60°22'N., 1°04'W.) is not usually used for the approach to Dury Voe from the N. It is obstructed by many dangers and the currents sometimes attain rates of 5 to 6 knots within it.

Swarta Skerg, the N most of the dangers on the E side of the sound, lies 0.8 mile WNW of the N extremity of West Linga. Marra Flaeshins, a detached rock, is 0.6m high. It lies about 0.3 mile ESE of Swarta Skerry and is surrounded by shallow shoals. Vessels should navigate with caution when approaching the sound from the N as the S tidal current sets strongly over the rocky flats.

Hunder Holm (60°21'N., 1°04'W.), an islet, lies 0.8 mile W of The Skate and obstructs the S entrance to Lunning Sound.

Tides—Currents.—The tidal currents run strongly through Lunning Sound and attain rates of 5 to 6 knots in the narrows lying between Score Holm and Mainland.

As the fairway channel widens, the rate of the currents decrease. Between Swarta Skerry and Mainland, the currents attain rates of about 3 knots. At the N entrance to the sound and 0.5 mile N of Score Holm, the S current begins 2 hours 40 minutes before HW at Stromness and the N current begins 4

hours 10 minutes after HW at Stromness. The S current runs for a longer period than the N, but its rate, which is 1.6 knots at springs, is usually less than that of the N current which is 2 knots at springs.

The S current sets strongly around the N end of Hunder Holm and, farther N, over the flat on which Score Holm, Little Linga, and Mara Flaeshins are located.

The channel lying between Hunder Holm and the Mainland is the recommended passage. Vessels using the channel lying between the E side of Hunder Holm and Bruse Holm, during the S current, should keep toward the E side of the fairway.

15.50 Dragon Ness, on Mainland, is located 1.5 miles NE of Hamera Head. The coast between this point and Lunning Head, 1.8 miles N, forms the W side of Lunning Sound.

Vidlin Voe (60°23'N., 1°07'W.) is entered between The Taing, located 1 mile WNW of Lunning Head, and the coast 0.5 mile NW. This voe is clear and provides good shelter for a number of small vessels. The entrance has depths of 28 to 37m in the channel, which is somewhat constricted by several above-water rocks extending from the W and E sides. A ro-ro ferry terminal is situated on the W side of the head of this voe.

Swarta Skerry, a rock, is 2m high and lies about 0.2 mile off the W shore of the voe, near its entrance. A rock, with a depth of less than 2m, lies close S of this skerry. These two rocks form the E most dangers on the W side of Vidlin Voe.

Anchorage can be taken in depths of 18 to 20m close N of the narrow part of the voe. Small craft may proceed farther up the voe and anchor in a depth of 9m. During NE and E gales, a swell sets into the narrow part of the voe and anchorage should be avoided.

Lunna Ness (60°27'N., 1°03'W.) is located 3.8 miles NE of the entrance to Vidlin Voe. A remarkable isolated rock, known as Mare of Lunna, stands near the shore, 1.5 miles SW of the point, and is very conspicuous.

Lunna Holm (60°27'N., 1°02'W.), 26m high, lies 0.2 mile NE of Lunna Ness. A light is shown from a prominent tower, 8m high, standing on the N side of this island. Longa Skerry, 5m high, lies among several small rocks, 0.2 mile E of the light.

Caution.—A submarine pipeline, which may best be seen on the chart, extends from a point on the coast, located 2.3 miles SW of Lunna Ness, to the North Sea oil fields.

Lunna Holm to Point of Fethaland, including Yell Sound

15.51 The NE side of Mainland, from Lunna Holm to **Point of Fethaland** (60°38'N., 1°18'W.), is indented by many voes and firths. Yell, a large island, lies NE of this stretch of coast and is separated from Mainland by Yell Sound. This latter passage is 1.5 miles wide in its narrowest part. Numerous islands, holms, and rocks lie within Yell Sound. An intricate channel leads through the sound and connects the W side of the Shetland Islands with the E side.

Yell Sound has two entrances. The primary NW entrance, which is suitable for large and deep draft vessels, lies on the W side of Yell Sound and is entered E of Gruney. The SE entrance is used mostly by small vessels and coasters. Both routes merge at the entrance to Sullom Voe.

Heoga Ness (60°29'N., 1°02'W.), a small peninsula, is located at the SE end of Yell. Yell Sound is entered between Heoga Ness and Lunna Holm, 2 miles S.

Cloa Rock, with a least depth of 1.8m, lies 1 mile S of Heoga Ness, on the N side of the entrance to Yell Sound. A rocky patch, with a least depth of 10.6m, lies about 0.2 mile ESE of this rock. The sea breaks violently over this whole area during gales.

Muckle Skerry of Neapaback, a long and flat rock, is 5m high and lies 0.5 mile E of the S end of Heoga Ness. A small rock, 0.9m high, lies 0.2 mile W of this skerry.

Ness of Copister is located on the S coast of Yell, 2 miles W of Heoga Ness. Orfasay, 21m high, lies 0.3 mile SW of this point. Yell Baa, a drying rock, lies close off the S extremity of this island.

A rocky patch, with a depth of 3.7m, lies about 0.5 mile W of the S extremity of Orfasay and is marked by breakers during gales. Depths of less than 11m extend up to about 0.2 mile N from this patch.

15.52 The Rumble (60°28'N., 1°07'W.) is the larger of two rocks which constitute one of the most serious dangers within Yell Sound. A rapid running current sets in the vicinity of these rocks. The Rumble, which is almost covered at HW, lies about 0.6 mile SW of the S end of Orfasay. The other rock lies 0.1 mile SE of The Rumble and dries 0.3m. A beacon, equipped with a racon, is situated on The Rumble.

Burga Skerry, which dries 2.1m, lies 1 mile NE of Orfasay. It is generally marked by tide rips or breakers, except in very calm weather.

Holm of Copister lies 1 mile W of Ness of Copister. Broch, an islet, lies close S of the latter point. It is 12m high and surmounted by a tower. A ferry terminal is situated within the Bay of Ulsta, which is entered 0.5 mile NW of Holm of Copister.

Samphrey (60°28'N., 1°09'W.), an island, divides Yell Sound into two channels. The channel leading between Samphrey and the W coast of the sound is 0.5 mile wide and has a least depth of 20.1m in the fairway. It is the safest channel and is recommended for use by all vessels.

A ledge, with depths of 7.3 to 10.1m, extends 0.3 mile NW from the W extremity of the island.

Firth Ness (60°26'N., 1°10'W.) is located 4 miles WSW of Lunna Holm. The approach to the entrances of Dales Voe, Colla Firth, and Swining Voe lies between this point and the island.

Fish Holm, 18m high, and Linga, 40m high, lie 1.3 miles NE and 0.3 mile NE, respectively, of Firth Ness. Sinna Skerry, 3m high, and several other rocks, lie on a rocky ledge which obstructs the passage leading between Linga and Fish Holm. A light is shown from the N end of Linga. Stoura Baa, with a least depth of 3.4m, and a shoal, with a depth of 4.9m, lie 1 mile ESE and 1.3 miles E, respectively, of Fish Holm.

Caution.—A submarine oil pipeline, which extends to the North Sea fields, lies in the entrance to Yell Sound and may best be seen on the chart.

15.53 Bigga (60°30'N., 1°12'W.), an island, is 33m high and lies 1 mile NW of Samphrey. It further divides Yell Sound into two channels. The island is separated from the E side of Mio Ness, on its SW side, by a channel, which is 0.5 mile wide and

has depths of over 18m. Another channel, leading between the E side of the island and the coast of Yell, has a fairway which is 0.5 mile with depths of over 18m. Both of these channels are clear of dangers, with the exception of a rock, with a depth of less than 2m, lying close off the NW extremity of Bigga. Rocks, with depths of less than 2m, also extend up to 0.2 mile N from the N end of Bigga.

Sligga Skerry, a rock, is 2.1m high. It lies about 0.8 mile NE of the N extremity of Mio Ness and about 0.3 mile NW of the NE extremity of Bigga. Several drying rocks lie close S of this skerry.

A light is shown from a tower, 5m high, standing on the NE extremity of Mio Ness. A prominent mast, 107m high, is situated near the summit of a hill which rises 1.8 miles SSW of the light.

Caution.—Submarine cables, which may best be seen on the chart, lie across Yell Sound, in an area located close S of Bigga.

A ferry crosses Yell Sound, close S of Bigga.

15.54 Ness of Sound (60°31'N., 1°12'W.), a rounded peninsula, is connected to Yell by a narrow neck of land. It projects 0.3 mile W from the coast and is marked by a light at the W extremity.

Uynakey Island lies 0.5 mile SW of Ness of Sound and 0.3 mile N of the N end of Bigga. Dangerous rocks lie between the two islands.

Brother Isle (60°31'N., 1°13'W.), lying at the N end of the narrow part of Yell Sound, is located 1 mile N of Mio Ness. A rocky ledge extends 0.3 mile SE from its SE extremity and is marked by strong tide rips. Vessels are cautioned to give this ledge a wide berth.

A directional light is shown from the NW side of Brother Isle, but is visible only from the SSE.

Stoura Baa, a rock, dries 0.9m and lies 0.3 mile N of Brother Isle. The N side of this rock is steep-to, but depths of less than 4m extend up to 0.1 mile from the S side.

Tinga Skerry (60°31'N., 1°15'W.), a large rock, is 5m high and lies 1 mile NW of the N extremity of Mio Ness. It is separated from Brother Isle, at the NE side, by a deep channel which is about 0.5 mile wide. A shoal patch, with a depth of 3.4m, lies 0.1 mile N of this rock and a rocky ledge, part of which dries 2.1m, extends up to 0.1 mile ENE from it.

A light is shown from a tower, 5m high, standing on Tinga Skerry.

Little Roe (60°30'N., 1°16'W.), an islet, has red cliffs, 23m high, and lies in the approaches to Sullom Voe and Orka Voe. The islet is separated from Calback Ness, the NW part of the Mio Ness promontory, and from Tinga Skerry by clear channels, each about 0.5 mile wide. A light is shown from the NW side of this islet.

Caution.—Anchoring and fishing are prohibited within an area, which may best be seen on the chart, lying between Little Roe and Calback Ness. An outfall pipeline, marked by lighted buoy, lies in this area.

Lamba Island (60°31'N., 1°17'W.), 34m high, lies 1 mile NW of Little Roe and shallow shoals extends up to 0.2 mile N from its NE end.

A sector light and a directional light are shown from a tower, 8m high, standing on the SW end of the island. A beacon is situated close ESE of the lights.

The Fjord (60°32'N., 1°16'W.), a small rock, has a least depth of 2.4m and lies in the middle of Yell Sound, 1 mile NNE of Lamba Island. This rock is steep-to, but during N gales, the sea breaks heavily over it. At such times, this small rock is extremely dangerous.

15.55 Linna Baa lies 1 mile E of The Fjord. It consists of two small groups of rocks, which lie 0.1 mile apart and are steep-to. The S most group has a least depth of 3.7m and the N most group has a least depth of 5.3m. The sea breaks heavily over both of these groups during N gales.

Little Holm, a small islet, is 9m high and lies almost in the middle of Yell Sound, 1.3 miles N of The Fjord. Its N end is fronted by a few detached rocks. The islet should not be approached within 0.2 mile. A light is shown from a tower, 7m high, standing on the islet and a white hut is situated close to it.

Beaufort Bank is narrow and has a least depth of 7.1m. It extends 0.5 mile S from a position lying 0.5 mile SE of Little Holm.

South Ladie Bank, with a least depth of 16.5m, lies 1 mile E of Beaufort Bank and 0.8 mile W of the coast of Yell. Muckle Holm, a narrow islet, lies 1.3 miles N of Little Holm and is the N most of the dangers lying in the middle of Yell Sound. Several rocks front the S end of this islet. The outermost rock has a depth of 10.7m and lies 0.3 mile offshore. A light is shown from a tower, 7m high, standing on the summit of the islet.

Ness of Queyfirth (60°32'N., 1°19'W.) is the E extremity of a narrow peninsula which is 109m high and located on the W side of Yell Sound. Colla Firth is entered N of this peninsula and Quey Firth is entered S of it. A directional light is shown from a tower, 5m high, standing on the SE extremity of Ness of Queyfirth.

Ness of West Sandwick (60°34'N., 1°12'W.) is a small peninsula extending S from the E shore of Yell Sound, 2.3 miles N of Ness of Sound. It rises to a height of 43m and forms Southladie Voe, a narrow inlet on the E side.

Holm of West Sandwick (60°35'N., 1°12'W.), a long and narrow islet, is grass-covered and 18m high. It lies 1.5 miles NNW of the S extremity of Ness of West Sandwick and 0.3 mile offshore. A small above-water rock lies close NW of its N end and a rocky ledge extends 0.3 mile S from its S end. A rock, with a depth of 3m, lies near the S edge of this ledge.

15.56 Outer Skerry (60°33'N., 1°18'W.) is located off the W shore of Yell Sound, 1.8 miles NNE of Ness of Queyfirth. It is the outermost of a group of skerries which extends up to 0.2 mile E from Ayre of Skea, a narrow neck of land projecting E from the shore.

Billia Skerry, a small rock, lies 0.3 mile NW of Outer Skerry and about 0.2 mile offshore. Longa Skerry lies about midway between Billia Skerry and Ayre of Skea. In daylight, when the visibility is good, this group of skerries is visible at a considerable distance and may be approached to within 0.2 mile. A light is shown from a tower, 12m high, standing on Outer Skerry.

Burra Voe is entered 2 miles NNW of Outer Skerry and may be identified from a distance by some prominent buildings

standing on its shore. There are several rocks, one of which dries 0.6m, lying in the center of the entrance to this bay.

South Holm of Burravoe, with two detached rocks lying on its N side, lies 0.3 mile ENE of the N entrance point of Burra Voe.

North Holm of Burravoe, 9m high, lies 0.2 mile NE of South Holm of Burravoe. Foul ground lies between these rocks and the shore. During clear weather, these rocks are visible at a considerable distance and may be approached to a within 0.2 mile.

Sweinna Stack, 23m high and grass-covered, lies close off the E shore of Yell Sound, 1.3 miles N of Holm of West Sandwick. The coast extending N of the stack consists of high and precipitous cliffs and is fronted with several conspicuous sharp stacks. This part of the shore should be given a wide berth due to the swell which generally sets toward it.

Tides—Currents.—There are numerous eddies in Yell Sound and violent turbulence occurs around The Rumble, where the tidal currents run very strongly. On the N side of the E entrance, between Heoga Ness and Orfasay, the E current begins about 5 hours 30 minutes before HW at Stromness and runs for about 3 hours 30 minutes. The W current begins about 2 hours before HW at Stromness and runs for about 9 hours. The velocities and durations of these tidal currents are considerably affected by meteorological conditions.

In Yell Sound, the currents begin about 3 hours 30 minutes earlier than the corresponding currents, which run across the entrance, E of a line extending between Heoga Ness and Lunna Holm. The change in time probably occurs quickly to the W of that line and there is probably turbulence near the line during the S current, especially off Lunna Holm.

Directions.—Vessels bound through Yell Sound from the N should steer in the white sector of Ness of Sound Light. They should pass E of Muckle Holm, Little Holm, and South Ladie Bank. Vessels should then alter course as necessary to pass about 0.2 mile W of Ness of Sound, about 0.3 mile E of the SE end of Bigga, W and S of Samphrey, and between Cloa Rock and Lunna Holm. Vessels bound through Yell Sound from the E should pass between Cloa Rock and Lunna Holm, steering in the white sector of Firth Voe Light. On passing the S extremity of Samphrey, vessels should alter course as necessary to pass midway between the W extremity of Samphrey and the coast to the SW. Vessels should then alter course to the N so as to pass about 0.3 mile E of the SE extremity of Bigga. They should then stay in mid-channel, passing E of Uynarey, located 0.2 mile W of Ness of Sound, and E of South Ladie Bank. Although the depths in the fairway passing S and W of Samphrey are less than those in the fairway passing E and N of the island, the former channel is preferred, especially at night, on account of the dangers in the vicinity of The Rumble and the assistance of several sector lights.

Caution.—A heavy sea always forms in the N entrance to the sound during NW gales when the N current is running. Under these circumstances, the sea is particularly heavy near the islands and skerries lying on the W side of the N entrance. In this locality, overfalls and tide rips are also usually formed, even in good weather.

15.57 Hamna Voe (60°30'N., 1°06'W.), although exposed to SE gales, has good holding ground. Vessels can obtain anchorage in a depth of 12.8m in mid-channel, before arriving at the narrow portion of the inlet.

Swining Voe (60°25'N., 1°09'W.) is entered between Cul Ness and Noness Head, 1 mile NW. It extends in a S direction for 1.8 miles and is narrow and shallow near the head. The W shore of this voe is fairly steep-to with depths of 14m lying close offshore. About 1 mile within the entrance, the depths decrease rapidly toward the head. Vessels entering Swining Voe should proceed in mid-channel and anchor in a depth of 18m with the NW side of Cul Ness bearing 027°. Good anchorage may also be obtained in a depth of 42m, mud and shingle, about midway between Noness Head and Cul Ness.

Dales Voe (60°25'N., 1°12'W.) has a least depth of 25m in the entrance fairway. The shores on both sides of this voe are steep-to with the exception of Scarvar Ayre, a shingle beach, located on the NW side. Anchorage can be taken anywhere in the voe, but the usual berth lies in a depth of 20m in the middle and just below Scarvar Ayre.

Vessels are cautioned that, during W winds, strong gusts descend with great violence from the high land enclosing this voe.

Orka Voe (60°29'N., 1°16'W.) is free from dangers. The bottom shelves regularly in every direction and anchorage can be taken in any convenient depth. Vessels are advised against proceeding into depths of less than 12m as the width of the voe is very constricted toward its head.

Colla Firth (60°32'N., 1°20'W.) is free from dangers. The best anchorage lies in a depth of 27m about 0.4 mile S of a jetty, which is situated at the head of an inner bay lying on the N side of the firth. This anchorage is exposed to E gales, but the holding ground is fairly good.

Sullom Voe

15.58 Sullom Voe, one of the longest inlets in the Shetland Islands, is entered between Skaw Taing, the N extremity of Calback Ness, and Trumba, the N extremity of Gluss Isle, 1.8 miles NW.

About 5.5 miles within the entrance, the voe narrows to a width of 0.3 mile. It then widens again and extends 1.3 miles SW to the head.

A spit, with depths of less than 6m, extends 0.5 mile E from Fugla Ness, which is located on the W side of the voe 3 miles S of Trumba. Ungam, a conspicuous rock, lies on this spit and is marked by a light.

The village of Sullom, which has a conspicuous church, stands on the W side of the voe, 0.5 mile SW of Fugla Ness.

A jetty, 220m long, extends ESE from the shore, 0.3 mile SSW of the village. The jetty face is 30m long and has depths of 3.7 to 4.5m alongside. It is used by vessels of up to 70m in length for loading aggregates from local quarries.

15.59 Sullom Voe Oil Terminal (60°28'N., 1°18'W.) ([World Port Index No. 32630](#)) is a major facility situated on the E side of the voe, 2 miles within the entrance. The terminal processes and exports oil received by pipeline from offshore fields. Liquefied petroleum gas is also handled.

There are two approaches to the port through Yell Sound. The deep-draft route leads through the N entrance of Yell Sound and follows the W part of the sound. Smaller vessels, including coasters, use the SE entrance to Yell Sound. Both of these routes merge at the entrance to Sullom Voe.

Tides—Currents.—The tides rise about 2.3m at springs and 0.6m at neaps.

The main current flows S on the flood and N on the ebb. Although current rates up to 7 knots may be experienced in areas of Yell Sound, records indicate that the maximum current likely to be experienced within Sullom Voe, on the deep-draft route, is unlikely to exceed 1 knot.

Depths—Limitations.—Vessels enter the port through Yell Sound. The NW entrance is the primary one used by large vessels. The SE entrance can be used by gas tankers and coasters, up to 200m in length and 11.6m draft.

The harbor is presently designed to accept tankers of up to 365m in length and 22.6m draft; and LPG carriers of up to about 260m in length and 15.9m draft.

In addition to liquid bulk and LPG cargo, the port is designed to handle general, dry bulk, and ro-ro vessels.

For the purpose of maneuvering in the approaches, a minimum under keel clearance of 2m is required; a minimum under keel clearance of 1m is required when alongside the berths at the terminal.

A small jetty, 100m long, is situated close E of the oil terminal; both the N and S faces of this jetty have depths of 3.9 to 9.9m alongside and are used by coasters and small ro-ro vessels.

A small jetty is situated on the S side of Garth Voe, 0.8 mile SSE of the terminal. It has two berths, 41 and 65m long, with depths of 4m alongside.

At the terminal there are four jetties equipped with mooring dolphins.

Jetty No. 1 can be used by tankers up to 280m in length and 15.9m draft; it can also be used by gas tankers up to 260m in length.

Jetty No. 2 can be used by tankers up to 365m in length and 22.1m draft.

Jetties Nos. 3 and 4 can be used by tankers up to 365m in length and 22.6m draft.

Generally, tankers are limited to a size of 350,000 dwt. However, larger vessels may be handled at the discretion of the harbormaster. It has been reported that a tanker of 412,600 dwt was accommodated at the port.

Pilotage.—Pilotage is compulsory within the harbor limits for all vessels over 300 grt and all vessels carrying dangerous substances. Vessels passing through the area and remaining to the N of a line extending between the N extremity of Gluss Island and Calback Ness are exempt.

The harbor area includes the waters of Yell Sound and Sullom Voe lying S of a line extending E from Point of Fethaland and W and N of a line joining the SE extremity of Ness of Copister, the SE extremity of Orfasay, The Rumble, the S extremity of Samphrey, and a point located on Mainland close W of the S extremity of Samphrey.

Pilots generally board about 2 miles E of Point of Fethaland or 3 miles ENE of Lunna Holm. When the sea conditions warrant, pilots may board, or disembark from, certain vessels by helicopter.

Vessels should send an ETA to Sullom Voe at least 24 hours in advance or on leaving the previous port. The message should include the following:

1. When approaching from S, the estimated longitude and time of crossing latitude 58°20'N.
2. When approaching from other directions, the estimated position and time when 200 miles from the pilot boarding position.
3. The intended courses, including turn points, to the pilot boarding position.

The ETA should be confirmed 6 hours in advance and when within VHF range, on channel 14 or 16.



SULLOM VOE HARBOR



SULLOM VOE OIL TERMINALS

Vessels entering or leaving the harbor area or transiting Yell Sound are requested to contact Sullom Voe Radio on VHF channel 14 or 16.

When using the N entrance, vessels should report the time of passing the following call-in points, which are shown on the chart, to the Port Control:

1. The pilot boarding position.
2. When passing W of Muckle Holm.
3. When passing E of Ness of Queyfirth.
4. When entering Sullom Voe.

When using the SE entrance, vessels should report the time of passing the following call-in points, which are shown on the chart, to the Port Control:

1. When passing W of the N extremity of Samphrey.
2. In the entrance to Sullom Voe.

Fishing vessels must report their intentions to Sullom Voe Radio and update the station every 2 hours when operating in the deep-water channels leading to the voe.

Full radar coverage exists for Yell Sound and Sullom Voe. The radar tower is situated on Vats Houllands (60°28.0'N., 1°17.5'W.). The Port Control maintains a continuous radar watch and the transit of each vessel is monitored. Advice is available to vessels on request.

Anchorage.—There are no suitable anchorages available within Sullom Voe for vessels over 183m in length. Anchorage within Yell Sound is not recommended due to the depth of water, strong tidal currents, and generally poor holding ground.

The port authorities advise vessels, which are faced with extended berthing delays, to anchor within Colgrave Sound. Designated anchorage berths, which may best be seen on the chart, have been established within this latter sound.

Vessels anchoring within Colgrave Sound should note that the berths lie outside of the Sullom Voe harbor limits. However, they are requested to report their anchorage positions to the port control.

Directions.—Vessels entering Yell Sound from the N, should steer on the Gluss Island range line, bearing 194.75°, and pass to the W of Muckle Holm, Little Holm, and Lamba. Directional sector lights then indicate the SE course leading to the entrance of the voe. The fairway limits within the voe are indicated by transit ranges and marked by lighted buoys; vessels should steer accordingly.

Vessels entering Yell Sound from the E, should steer in the white sector of Firths Voe Light and pass between Lunna Holm and Cloa Rock. When S of Samphrey, they should alter course in order to put the white sector of Brother Isle Light ahead and pass W of Samphrey and Bigga. When approaching the NW end of Bigga, vessels should alter course in order to put the white sector of Lamba Light ahead and pass between Tinga Skerry and Little Roe. They should alter course as necessary to round Little Roe and then steer in a SW direction toward the entrance of the voe.

A sector light is shown from the radar mast standing on a hill in the area of Vats Houllands and another sector light is shown

from Bardister. These lights, which are situated on the W side of the voe, assist large vessels to negotiate the turns in the fairway channel.

Caution.—The prevailing wind direction is SW. However strong winds are often experienced within the voe and may be accompanied by sudden gusts from any direction.

Vessels proceeding to and from Sullom Voe are advised that significant numbers of fishing vessels operate in the sea routes generally used by tankers and consequently caution should be exercised when proceeding to the terminal.

It should be noted that use of the Deep-Draft Route lying W of The Hebrides does not give deep-draft vessels any privileges in relation to other vessels when navigating this area.

15.60 Shetland Islands Regulations.—The Shetland Islands Council is conscious of the dangers to navigation existing around the Shetland coast. Due to inadequate surveys, offshore obstructions, strong tides, rapid weather changes, and the presence of numerous fishing vessels, the council strongly discourages tanker navigation within 10 miles of the coastline.

An agreement has been reached between the Oil Industry and the Shetland Islands Council, of which the following is an extract:

1. Masters are strongly recommended to keep at least 10 miles from the Shetland Islands when approaching or leaving Yell Sound. Since Fair Isle is part of the Shetland Islands, it is recommended that vessels navigate the Fair Isle Channel approximately midway between Fair Isle and either Mainland Shetland or North Ronaldsay, Orkney.
2. It is further recommended that passage between off-lying islands, skerries, etc., including Foula and Mainland Shetland should not be attempted.
3. For the final approach to or departure from Yell Sound, vessels are strongly recommended to navigate in the Precautionary Areas, the limits of which are shown on the chart. Vessels are also recommended to navigate outside the Areas to be Avoided.
4. When, for any reason of safety or emergency, it is not possible to comply with the foregoing, masters are required to immediately notify the Sullom Voe Port Control, by VHF channel 16 or via the agent, of their intentions and reasons.

Yell and Fetlar Islands

15.61 Yell is a large island composed of long, parallel ridges which are formed of gneiss rock. These ridges are covered with deep beds of peat moss and slope gradually toward the coast.

The NW and S sides of the island have been previously described.

Heoga Ness (60°29'N., 1°02'W.) is a small peninsula located at the SE end of Yell, on the N side of the E entrance to Yell Sound. Windi Clett, an isolated mass of rock, lies close off this peninsula and is very prominent.

Stack of the Horse, a conspicuous and conical mass, is connected to the coast by a neck of lower ground. It is located 0.8 mile N of Windi Clett.

Ness of Gossabrough (60°32'N., 1°01'W.) is located 2.3 miles N of Heoga Ness. The common entrance to Wick of Gossabrough and Otters Wick, two small bays, lies between Ness of Gossabrough and Ness of Queyon, 1 mile N.

Wick of Gossabrough is entered between the N extremity of Ness of Gossabrough and Saddle of Swanister, 0.5 mile NW. This small bay is used as an anchorage in good weather and a small pier, which is used by local vessels, is situated on its S side. Small vessels generally anchor in a depth of 12.8m, about 0.2 mile N of the pier. However, this berth, which has poor holding ground, should never be used during E winds.

Wick Skerry, a reef that dries 0.9m, lies in the E approach to Wick of Gossabrough. It nearly always breaks, even when covered. Black Skerry, 4m high, lies 0.8 mile NW of Wick Skerry, in the approach to Otters Wick. This latter bay is encumbered by several rocks.

Caution.—A foul ground area, which may best be seen on the chart, lies 1.5 miles ENE of Ness of Gossabrough.

15.62 White Hill of Vatsetter (60°35'N., 1°00'W.) is located 3 miles N of Ness of Gossabrough. A light is shown from a prominent tower, 5m high, standing on this point. A small skerry lies close offshore, 0.8 mile S of the light.

Colgrave Sound (60°35'N., 0°58'W.), which separates Yell from the island of Fetlar, is entered between White Hill of Vatsetter and Rams Ness, the SW extremity of Fetlar, 3.5 miles WSW.

Anchorage.—Anchorage may be obtained by large vessels within this sound. Designated anchorage berths have been established in the following positions from White Hill Light:

1. Berth No. 1, bearing 058° and distant 1.5 miles.
2. Berth No. 2, bearing 073° and distant 1 mile.
3. Berth No. 3, bearing 080° and distant 1.68 miles.

Anchoring in Colgrave Sound is not recommended when the wind speed, or the forecast wind speed, is expected to exceed a mean of 30 knots (Force 8 or above).

Vessels anchored in Colgrave Sound should obtain regular weather forecasts and any local updates issued by the coastguard or other sources. In the event of a forecast exceeding 30 knots, masters are recommended to proceed to sea in good time before the wind rises to the predicted level.

During periods of prolonged S winds, adverse swell conditions can build up in Colgrave Sound. There is no measuring device in the area and masters are urged to exercise caution when anchoring in such swell conditions.

Caution.—A foul ground area, which may best be seen on the chart, lies 1.3 miles E of White Hill Light and in the vicinity of the anchorage berths.

Colgrave Sound is used extensively by numerous fishing vessels.

Hascosay (60°37'N., 1°00'W.) lies on the NW side of Colgrave Sound, between Yell and Fetlar. A rocky ledge, with drying patches, extends up to 0.4 mile SSE of Bay Taing, the S extremity of this island. South Sound is entered S of the island and leads W into Mid Yell Voe N into Hascosay Sound, which can be used by vessels of up to 6.1m draft.

Basta Voe is entered between the N side of Hascosay and Burra Ness, 1 mile N. This voe extends 2.8 miles NW and gradually decreases in width towards its head. Vessels may anchor in a depth of 22m, mud and sand, in the middle of the channel, about 1.3 miles W of Burra Ness. Small vessels may anchor in depths up to 12m about 1.5 miles farther up the voe.

Caution.—Several marine farms are situated in Mid Yell Voe and Basta Voe.

15.63 Fetlar (60°35'N., 0°51'W.) is a large island which is indented on its N and S sides.

Hamars Ness (60°38'N., 0°56'W.) is the NW point of the island. A ferry terminal is situated at Oddsta, close S of the point.

The W and SW sides of the island are clear of off-lying dangers. Brough Lodge, a prominent house, and a tower, stand 0.2 mile inland of Ness of Brough, the W extremity. Corbie Head, a high and red cliff, is located 0.6 mile SSE of Ness of Brough.

Rams Ness, 3.3 miles SSE of Ness of Brough, is the SW extremity of the island. A rocky bank, on which a drying rock lies, extends up to about 0.2 mile S from this point.

Wick of Tresta (60°35'N., 0°52'W.) is entered between Head of Lambhoga, located 1 mile ENE of Rams Ness, and The Snap, 1.3 miles E.

A dangerous rock was reported (1963) to lie about 0.2 mile E of Head of Lambhoga and a detached rock, 2m high, lies close S of The Snap.

The shores of the bay are bold and there are no off-lying dangers. Leagarth House is prominent and stands on the N shore of the bay, 1.5 miles N of Head of Lambhoga. A prominent mansion is situated in the village of Iresta, at the head of the bay. The sand fronting the head of the bay is reported to be highly magnetic.

Good anchorage can be taken in a depth of 9m, sand, near the head of the bay. However, it must be remembered that the bay is fully open to the SE and gales from the W form a considerable swell around Head of Lambhoga. Anchorage can also be taken in a depth of 25m, stiff gray sand, about 0.5 mile S of Leagarth House.

15.64 Strandburgh Ness (60°37'N., 0°46'W.), located 3 miles NNE of The Snap, is the NE extremity of the island. A small islet lies close off this point.

Wick of Gruting is entered between Strandburgh Ness and Busta Pund, a headland 71m high, 1.8 miles WNW. This bay is open to the N and serves as an anchorage only in good weather. Both sides of the bay have no off-lying dangers and the holding ground is good.

Tressa Ness, the N extremity of the island, is located 1 mile WNW of Busta Pund. Il Holm, 21m high, lies close offshore, 0.5 mile WNW of Busta Pund. The Clett, an inaccessible and conspicuous rock, is 48m high and lies close NE of Busta Pund.

Urie Ness is located 1.3 miles WSW of Tressa Ness and the shore extending between forms a bay. The Flaeshins, a group of above-water rocks, obstructs the W side of the bay. Daaney, an islet, lies 0.3 mile NE of Urie Ness.

Urie Lingey, an islet, is 20m high and lies 0.5 mile N of Urie Ness. An above-water rock lies close off its NW extremity. The area in the vicinity of these islets is foul and should not be entered.

Tides—Currents.—At a position about 4 miles N of Out Skerries Light, the S tidal current, with a velocity of 0.5 knot at springs, begins 2 hours 15 minutes before HW at Stromness.

The N current, with a velocity of 0.5 knot at springs, begins 3 hours 45 minutes after HW at Stromness. The S current runs S across the entrance to the bay, between Fetlar and Out Skerries. This current then sets SW into the bay, where it is joined by the S tidal current flowing through Colgrave Sound. It then runs S across the entrances to Yell Sound, Linga Sound, and Lunning Sound, and SE between Whalsey and Out Skerries. The N current runs in about the opposite directions.

15.65 Bluemull Sound is approached from the E between Strandburgh Ness, the NE extremity of Fetlar, and Ness of Ramnageo, 4 miles NW. The conspicuous ruin of a square castle stands on an eminence, 1 mile N of Ness of Ramnageo.

Haaf Gruney (60°40'N., 0°50'W.), an islet, is 18m high and lies 0.8 mile SSE of Ness of Ramnageo. A bank, with several rocks, fronts the NW and N sides of this islet. A shoal, with a depth of 7.9m at its extremity, extends up to about 0.1 mile SW from the S side of the islet.

A rocky patch, with a depth of 11.1m, lies about 0.5 mile NW of Haaf Gruney. This patch has not been thoroughly examined and the sea breaks heavily over it during gales.

Caution.—A magnetic anomaly was reported (1912) to exist between Ness of Ramnageo and Haaf Gruney.

15.66 Uyea (60°40'N., 0°54'W.) lies close off the S coast of Unst, 1.5 miles W of Haaf Gruney. Skuda Sound separates this island from Unst on the NE side and Uyea Sound separates it from Unst on the NW side. Skuda Sound narrows to a width of only 0.1 mile between the coastal banks and has a depth of 6.6m. Uyea Sound narrows to a width of 0.1 mile and leads into a bay on the S side of Unst. Several marine farms are situated in this sound.

Hawks Ness, fronted by a shoal on its S side, is the S extremity of Uyea. A group of rocks, which dry, lie close offshore, about 0.2 mile NE of the point.

Wedder Holm, an islet, is 12m high and lies 0.3 mile SSE of Hawks Ness. Shoals front the N and W sides of this islet and The Hog, a detached rock, lies close off the SE side. The Baa, a rocky ledge, has a least depth of 3.4m and extends 0.5 mile SE from Wedder Holm. This islet should be given a berth of at least 0.8 mile on its S side.

Several prominent buildings stand on high ground near the center of Uyea.

Holm of Heogland lies close off the SW extremity of Unst and is connected to it by a drying, rocky ledge. A shoal patch, with a depth of 3.6m, lies about 0.2 mile S of this holm.

The N coast of Fetlar forms the S side of the approach to Bluemull Sound and has previously been described.

South Gruney, an islet, lies 0.8 mile N of Hamars Ness. Several below and above-water rocks lie close off its N and W sides. A wreck, with a depth of 11m, lies 0.3 mile S of this islet.

Linga, a narrow island, lies nearly parallel to the coast of Yell, 1.3 miles NW of South Gruney. Ling Sound, 0.3 mile wide, separates this island from the coast.

15.67 Bluemull Sound (60°42'N., 0°59'W.) is entered from the S between the S end of Linga and Holm of Heogland, 0.8 mile NE. Due to the strength of the currents passing through this sound, there are no good anchorages.

Wick of Gutcher is a small bay lying on the side of the sound, W of the N extremity of Linga. A ferry terminal is situated in this bay.

Culli Voe lies 1.8 miles N of Wick of Gutcher and is shallow. This inlet is entered between a point located on the coast and the SW end of Ness of Cullivoe, 0.2 mile W. A pier, with a depth of 3.5m alongside its head, extends 42m from the shore, close S of the W entrance point. A breakwater extends 100m E from the shore, close S of the pier.

Wick of Belmont is entered between Head of Mula, located 0.5 mile NW of Holm of Heogland, and Hoga Ness, 0.5 mile NW. This bay has a rocky bottom and a small bank fronts the shore. A ferry terminal is situated at the head and a conspicuous mansion stands 0.2 mile inland of it.

Blue Mull, the NE entrance point, lies 2.3 miles N of Hoga Ness. Snarra Voe, which is shallow and has a boat landing, lies 1.3 miles S of Blue Mull.

Tides—Currents.—In a position about 2 miles NE of Strandburgh Ness, the S tidal current begins 1 hour 15 minutes before HW at Stromness. The N tidal current begins 4 hours 45 minutes after HW at Stromness.

The S current, after passing Haaf Gruney, divides into E and W branches. The E branch runs SE and S around Strandburgh Ness, and the W branch runs W between Fetlar and Uyea (60°40'N., 0°54'W.), and S through Colgrave Sound. The N current runs in about the opposite directions.

In the S entrance to Bluemull Sound, the S current begins 4 hours 45 minutes before HW at Stromness and the N tidal current begins about 1 hour 15 minutes after HW at Stromness. The velocity of these currents in the narrower parts of the channel, in both directions, is 6 to 7 knots at springs, but less in other parts of the sound.

At the S entrance to Uyea Sound (60°41'N., 0°55'W.), the E current begins 5 hours 30 minutes before HW at Stromness. The W current begins 2 hours 15 minutes before HW at Stromness. An eddy is said to occur during the latter half of the E current, between Uyea and Holm of Heogland.

The currents in the S entrance to Bluemull Sound begin about 2 hours 30 minutes earlier than the corresponding currents in the SE approach. The change probably occurs quickly, on a line joining Burra Ness, the S end of Linga, and Holm of Heogland (60°40'N., 0°57'W.). In all probability, there is turbulence near that line during the S current in Bluemull Sound, which meets the approach currents running across the entrance.

Off the N entrance, the tidal current is probably rotary and weak, as off the N entrance to Yell Sound.

In Bluemull Sound, the S tidal current begins about 2 hours 30 minutes before HW at Stromness. The N current begins about 3 hours 30 minutes after HW at Stromness. The velocity of these currents in the narrower parts of the sound, in each direction, is 6 to 7 knots at springs, but less in the wider parts. However, the velocities and durations of the tidal currents are considerably affected by meteorological conditions.

During the S current, a line of tide rips extends across the entrance to Culli Voe. Within this line there is a N eddy, which turns E along the N shore of the voe.

During N gales, a heavy sea is formed in the N entrance to Bluemull Sound during the N current. The current is said to run strongly off the N coast of Yell in the W approach to the sound.

Caution.—Submarine cables, which may best be seen on the chart, lie across Bluemull Sound.

A ferry crosses Bluemull Sound and the route is indicated on the chart.

Unst

15.68 The island of Unst is the N most of the Shetland Islands and a valley runs through its whole length. To the W of this valley, a long ridge extends to Byrie of Scord (Vallafied Hill). This latter hill is 215m high and rises 2.5 miles NE of Blue Mull, the NE entrance point of Bluemull Sound.

The N, W, and S coasts of Unst have previously been described.

The E coast of Unst extends 10 miles NNE between Ness of Ramnageo (60°41'N., 0°51'W.) and Holm of Skaw, the NE extremity of the island. The shore is indented and above it the black, yellowish serpentine hills rise with a dreary aspect.

Mu Ness (60°41'N., 0°50'W.) is located 1 mile NE of Ness of Ramnageo. Hungs Holm lies at the seaward end of a reef which extends 0.2 mile S from this point. Colvidale Baas, with a depth of 7.6m, lies 0.5 mile SE of Mu Ness.

Ham Ness, the N end of a small peninsula, is located 0.8 mile N of Mu Ness. Shoal patches, with a least depths of 4.4m, lie 0.5 mile SE and 0.3 mile N of the point. The Vere, a reef of which the NE part is above-water, lies on a bank, 0.8 mile NE of Ham Ness.

15.69 Huney Island (60°44'N., 0°48'W.) lies 0.3 mile offshore, 2.5 miles NNE of Ham Ness. It is 20m high, grassy, and flat-topped. The SW and NW sides of this island are fronted by foul ground. Foul ground also extends up to 0.1 mile S from the S side. A small islet, 9m high, lies close off the E side of the island and another small islet, 7m high with a shallow rock close N of it, lies close off the NE side. A shoal patch, with a depth of 7.8m, lies close SE of the islet.

Balta (60°45'N., 0°47'W.), a long and narrow island, forms the N side of South Channel. This latter passage has a depth of 29m in the fairway and leads to Balta Sound. Salta Skerry, which dries 1.5m, lies close S of the S extremity of Balta and foul ground fronts its S side.

The W coast of Balta, which is low and sandy, has no off-lying dangers. The NW side of the island is fronted by foul ground. North Channel, which leads to the N end of Balta Sound, is entered between the NW side of Balta and the E extremity of Swinna Ness, 0.3 mile W. The fairway of North Channel has a depth of 11m and is only about 90m wide.

The E coast of Balta, which is irregular and steep-to, consists of steep cliffs and is fringed by several detached rocks. Vessels are advised to give the E side of Balta a wide berth.

A light is shown from a prominent white house, 6m high, standing on the S extremity of this island.

15.70 Balta Sound (60°45'N., 0°48'W.) can be entered through South Channel or North Channel. South Channel, being wider and deeper, is the recommended passage. However, a heavy swell forms in this sound during strong SE winds and renders it dangerous for small vessels.

North Channel is narrow and has several dangers lying within it. Black Skerries of Balta, a group of rocks, lies on a

reef that extends 0.1 mile NW from the NW side of Balta. The tallest and NE most of these rocks is 2.4m high.

The W shore of Balta Sound is clear of off-lying dangers between a point on Unst, located 0.3 mile W of The Givv and Swarta Skerry, 0.6 mile N.

It is reported that a light, for the use of aircraft, is shown occasionally from a radio mast standing on the coast, about 0.3 mile WNW of The Givv.

Vessels may anchor as convenient within Balta Sound wherever swinging room is available. Small vessels should anchor as near Balta as possible, to obtain better protection from S winds, and to avoid the strength of the current passing through the sound. A good berth, which is sheltered from all winds except those from S and SW, lies in a depth of 12m, sand, abreast the middle of Balta.

Tide—Currents.—In Balta Sound, the S current begins 1 hour 55 minutes before HW at Stromness and the N current begins 4 hours 5 minutes after HW at Stromness. In North Channel the currents attain velocities of 1.5 knots, but in South Channel, the velocities do not exceed 0.8 knot.

Caution.—Vessels entering Balta Sound should proceed in mid-channel through South Channel and anchor as convenient. North Channel should only be used by small vessels with local knowledge.

15.71 Balta Harbor is entered between Skeo Taing and a group of detached rocks, the largest being 3m high, which lie close off the S side of Swinna Ness.

Depths of 11m lie in the entrance and in the center of the E part of the harbor. The space within the harbor is somewhat restricted by shoals extending from both shores. A stony patch lies in the middle of the harbor, about 0.3 mile NW of Skeo Taing. It has a least depth of 5.2m and is marked by a lighted buoy. A shoal bank, with a least depth of 4.5m, lies 0.1 mile SW of this stony patch and about 0.2 mile off the S shore.

Sandisons Wharf is situated on the N shore of the harbor, 0.7 mile within the entrance. Three concrete berths lie at the head of this wharf. East Berth, 30m long, has a depth of 3m alongside; South Berth, 26m long, has a depth of 5m alongside; and West Berth, 30m long, has a depth of 4m alongside. Vessels of up to 1,550 dwt and 78m in length can be accommodated.

Vessels may anchor as convenient in a depth of 11m in the center of the E part of the harbor, but the swinging room is very limited.

Baltasound, a village, stands on the N side of the head of the harbor. Buness House, with a memorial stone situated close S, stands on the N shore of the harbor, 0.3 mile W of Sandisons Wharf.

Caution.—Local magnetic anomalies have been reported to exist in the vicinity of Balta Sound.

15.72 The Nev (60°47'N., 0°47'W.), located 1.3 miles NNE of the N extremity of Balta, is the SE extremity of Hill of Clibberswick. The summit of this latter hill is 160m high and stands 0.8 mile N of the point. High and inaccessible cliffs extend N along the coast for 1 mile from this point.

Harolds Wick (60°47'N., 0°48'W.) is entered between The Nev and Swinna Ness, 1.3 miles SW. This bay has depths of 18 to 36m in the center, but the bottom is very hard. Shoals front the head of the bay and extend up to 0.3 mile offshore. A prominent radio mast, 148m high, stands on the W side of the bay, 1.5 miles WSW of The Nev.

Baas of Hagsdale, a rock, has a least depth of 3.8m and constitutes the chief danger within the bay. It lies in the W part, 1 mile NNW of Swinna Ness. The bay is fully exposed to E gales and due to the nature of the bottom, it is of little navigational importance. A sandy beach fronts the head and several houses stand in this vicinity.

Nor Wick (60°49'N., 0°47'W.) is a small bay which is entered 1.8 miles N of The Nev. The shores are clear of off-lying dangers; the depths decrease gradually towards a sandy beach at the head. Vessels can obtain anchorage in a depth of 29m, gray sand, in the center of this bay, with good holding ground. The anchorage is sheltered from N gales, but when the wind veers to the E, a heavy swell often runs into the bay.

The Skaw (60°50'N., 0°46'W.), the NE extremity of Unst, is located 0.8 mile NW of Lamba Ness.

15.73 Lamba Ness (60°49'N., 0°46'W.) is the E extremity of the peninsula which forms the N side of Nor Wick. It is clear of off-lying dangers, but vessels should pass at least 1 mile off in order to avoid the confused cross sea which usually fronts this point. A mast, 126m high, stands 0.7 mile W of the point. Two conspicuous radio masts, each 24m high, stand on the summit of Ward of Norwick which rises 1.5 miles W of Lamba Ness.

Holm of Skaw, 17m high, lies close off the point and is fringed by above and below-water rocks.

Inner Flaess, a rock, is 6m high and lies close N of Holm of Skaw. Outer Flaess, a rocky reef, is 6m high and lies 0.2 mile N of Inner Flaess. From the W part of this reef, which is always above-water, the E part extends up to 0.3 mile seaward. Foul ground lies between Inner Flaess and Outer Flaess.

Skaw Rost, a race, extends out from Lamba Ness and Holm of Skaw. It should be avoided by small vessels. This race, which is not considered as dangerous as the one lying off Sumburgh Head, is reported to be most dangerous during the NW current. No information is available as to the extent of this race or the times of the "still", if any.